

# Auto EXPRESS

THE CAR NEWS WEEKLY

## TESTED NEW HYBRID EXECS

128mpg 5 Series vs plug-in Volvo

**PLUS** New Fiat 500X vs Arona & Captur



# 15 NEW MERCEDES

GLB baby G-Wagen  
leads biggest ever  
new-model push

EXCLUSIVE  
IMAGES



## DRIVEN THIS WEEK NEW KODIAQ vRS

Verdict on Skoda's 237bhp seven-seater



## Audi's EV flagship

£100k, 582bhp – and here in two years



## VW's radical hatch

We join early tests of pure-electric I.D.



**PLUS** Tesla Model 3 in the UK We ask first buyers if it's worth the (long) wait





# **Includes privacy glass for the bashful.**

The Audi Q2 Black Edition.

Eye-catching black detailing on the outside. Stylish black touches inside.  
Careful. The Audi Q2 Black Edition may get you noticed.

See [audi.co.uk/q2](https://www.audi.co.uk/q2)





(4.2), Combined 47.9 (5.9) – 62.8 (4.5). CO<sub>2</sub> emissions: 133 – 118g/km.

guidance, to facilitate comparison between different models from different manufacturers and to accommodate the full transition to this new testing regime, we have displayed the NEDC figures. These may not be equivalent to NEDC figures from NEDC testing, so comparisons may be unreliable. Fuel consumption and efficiency figures are provided for comparative purposes only and may not reflect 'real' Privacy glass from B-pillar backwards.



# Everything you love about the Golf, electrified.

The award-winning,  
100% electric e-Golf.



**We make the future real.**



**Volkswagen**

Official fuel economy figures for the e-Golf: mpg N/A; CO<sub>2</sub> emissions 0g/km; normal power output (electric motor) 136 PS at 3000 rpm; total average energy consumption per 62 miles/100 km (combined cycle) 12.7 kWh. The e-Golf has an impressive range of 144 miles (WLTP). This vehicle is a WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicle. More information is available at <https://www.volkswagen.co.uk/owners/wltp>. However, in line with Government guidance, to facilitate comparison between different models from different manufacturers and to accommodate the full transition to this new testing regime, we have displayed NEDC figures. These NEDC figures are the values for this vehicle used in registration and taxation documentation until further notice from the UK authorities. These NEDC figures have been derived from WLTP testing, and may not be equivalent to NEDC figures from NEDC testing, so comparisons may be unreliable. Fuel consumption and efficiency figures are provided for comparative purposes only and may not reflect 'real world' driving results. Choice of wheels and other options may affect fuel consumption and emissions data.



**15  
NEW  
MERCEDES  
MODELS**



**8** Exclusive images and full details as GLB SUV leads army of new Mercedes for 2019



**14** First drive of striking Audi e-tron GT



**24** Verdict on 237bhp Skoda Kodiaq vRS



**34** New Fiat 500X vs SEAT, Renault rivals



**44** Plug-in hybrid exec saloon shootout



**12** On the road in prototype of VW I.D.



**20** Dealerships coming to your doorstep

## Online this week



## Range Rover Autobiography

AS you wade through the Christmas leftovers, why not make some time to check out all the great content at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)?

Leading the way is a festive first drive of the sumptuous new 2019 Range Rover SDV8 Autobiography. With its powerful 4.4-litre diesel, is there a single car better suited to the challenge of covering lots of miles over the Christmas break? Log on now to find out.

## Newsweek

<b>COVER GLB leads 15 new Mercedes</b>	<b>8</b>
Exclusive images and full details on brand's new-model boom	
<b>Volkswagen I.D. driven</b>	<b>12</b>
Verdict on prototype version of groundbreaking electric hatch	
<b>On the road in Audi e-tron GT</b>	<b>14</b>
We drive concept that previews Tesla Model S rival	
<b>Tesla Model 3 hits UK dealers</b>	<b>17</b>
Brit buyers finally get to see electric compact exec in the flesh	
<b>Cobalt scandal</b>	<b>18</b>
Ethical questions surrounding mining of metal used in EV batteries	

## Features

<b>Dealership on your doorstep</b>	<b>20</b>
How the latest tech is shaking up the traditional test drive	

## New cars

<b>COVER Skoda Kodiaq vRS</b>	<b>24</b>
Our verdict on new 237bhp flagship seven-seater SUV	
<b>Renault Kadjar</b>	<b>26</b>
Have new engines and tech given crossover a boost?	
<b>Mercedes G 350 d</b>	<b>28</b>
We loved AMG G-Wagen; now we try diesel model	
<b>Petrol-powered Merc GLC</b>	<b>29</b>
As drivers desert diesel, Mercedes' turbo SUV looks tempting	
<b>Ford Focus Estate</b>	<b>31</b>
More practical family holdall loads up on UK roads	
<b>Jeep Trackhawk</b>	<b>32</b>
Behind the wheel of monster 707bhp V8 SUV	

## Road tests

<b>COVER Fiat 500X vs rivals</b>	<b>34</b>
New turbo baby SUV takes the fight to Renault and SEAT	
<b>Plug-in hybrid exec saloons</b>	<b>44</b>
BMW 530e iPerformance faces Volvo S90 T8 Twin Engine	
<b>Our cars</b>	<b>52</b>
Latest on Audi A6 Avant, Nissan Leaf and Mazda 6	

## Products

<b>Hot kit</b>	<b>59</b>
Clever new dash cam with compact design	
<b>New on the shelves</b>	<b>60</b>
Alexa voice control music dongle kicks off our kit round-up	
<b>Air freshener mini test</b>	<b>62</b>
Pick of the sprays to breathe new life into your interior	
<b>Wash mitts</b>	<b>64</b>
Big hand for cleaning your car without a scratch	

## Buying cars

<b>BMW X6 buyer's guide</b>	<b>68</b>
How bold Mk2 coupé-SUV can be yours used from £32k	
<b>Second-hand soft-top bargains</b>	<b>70</b>
Experts pick from DS 3, Fiat 500 and MINI convertibles	
<b>New car prices</b>	<b>73</b>
All the info you need before you head to the showroom	

## Regulars

<b>Get Auto Express every week</b>	<b>50</b>
How to net a great deal on your favourite magazine	
<b>Sport</b>	<b>80</b>
We get a taste of life as a Skoda co-driver on a rally stage	
<b>Back chat</b>	<b>82</b>
Mike Rutherford on parking and charging electric cars	



K U G A

Ford

TOGETHER WE GO FURTHER



Life is out there.  
Are you?



Official fuel consumption figures in mpg (l/100km) for the Ford Kuga range: urban 23.3-50.4 (12.1-5.6), extra urban 38.2-56.5 (7.4-5.0), combined 31.0-54.3 (9.1-5.2). Official CO<sub>2</sub> emissions 209-137g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.





Editor-in-chief: Steve Fowler

Deputy editor: John McIlroy

**News, reviews and tests**

Reviews and features editor: Richard Ingram

News editor: Jonathan Bum

Chief reviewer: Sean Carson

Senior reviewer: Sam Naylor

Senior staff writer: James Brodie

Staff writers: Alex Ingram, Luke Wilkinson

**Consumer**

Consumer editor: Hugo Griffiths

Consumer reporter: Tristan Shale-Hester

Products editor: Kim Adams

**Production**

Automotive managing editor: Stuart Milne

Managing editor: Stuart Morton

Production editor: Becca Christou

Sub-editor: Paul Alton

**Digital**

Group website editor: Steve Walker

Editor-at-large and

Head of motoring video: James Batchelor

Web producer: Pete Baiden

Content editors: Dean Gibson, Jake Weaver, Adam Smith

Carbuyer content editors: William Morris,

Hannah Brookes, Chris Haining, James Howe, Andrew Goodwin

DrivingElectric associate editor: Vicky Parrott

DrivingElectric managing editor: Stephen Erry

DrivingElectric senior staff writer: Joe Holding

**Design & Pictures**

Group art director: Darren Wilson

Deputy art director: George Vedmore

Designer: Victoria Coquet

Picture editor: Dawn Grant

Senior photographer: Pete Gibson

Staff photographer: Otis Clay

**Special Contributors**

Steve Sutcliffe, Mike Rutherford,

Andreas Conradt, Peter Lyon, Euan Doig,

Sarah Bradley, Julie Sinclair, Tom Wiltshire

**Advertising & Promotions**

Advertising manager: Pierre Clements

Deputy advertising manager: Alex Rumble

Account manager: Jack Reader

Sales executives: Demi Davies, Loukas Hambi

Commercial publisher: Sarah Johns

Production executive: Sophie Griffin

Managing director: Julian-Lloyd Evans

Publishing director: James Burnay

Publishing manager: Amrit Baidwan

Newstrade manager: David Barker

Head of marketing: Anna Ingram



Dennis Publishing Ltd

Chief financial officer/Chief operating officer: Brett Reynolds

Chief executive: James Tye

Company founder: Felix Dennis

**CONTENT SYNDICATION SALES**

Our content is available for syndication.

E-mail [ryan\\_chambers@dennis.co.uk](mailto:ryan_chambers@dennis.co.uk) or

call +44 (0)20 3890 4027 for more details.

© Copyright Dennis Publishing Limited.

Auto Express is a trademark of Felix Dennis.

Auto Express is published weekly by Dennis Publishing Ltd. Company registered in England, number 1138891. This publication may not be reproduced or transmitted in any form or in part without the written permission of the Publishers. Registered as a newspaper at the Post Office. Pictures submitted to Auto Express are sent at owners' risk. While every care is taken, neither Auto Express nor its agents accept any liability for loss or damage. Originated on Apple computers. Creative repro manager: Dave Kinnard. Creative repro artworker: Francesca Cinquepalmi. Printed by William Gibbons, Wolverhampton. Distribution: Seymour, 2 East Poultry Avenue, London EC1A 9PT. Tel: 020 7429 4000, Fax: 020 7429 4001, Website: [www.seymour.co.uk](http://www.seymour.co.uk)

**AUTO EXPRESS ROAD TESTS**

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

**DON'T WANT TO MISS AN ISSUE?**

If you can't always find a copy of Auto Express, help is at hand. Speak to your local newsagent and they'll reserve an issue for you. Just ask!



Auto Express is part of the Auto Bild Group network of magazines



When you have finished with this magazine please recycle it.



The paper used within this magazine is produced from sustainable fibre, manufactured by mills with a valid chain of custody.

## 2019 is set to excite EV fans and petrolheads alike



**AE** IT probably hasn't escaped your notice that over the past six months, the number of electric cars featuring in the pages and on the cover of Auto Express has increased dramatically. This week, for example, we have a twin test of electrified executive saloons promising CO<sub>2</sub> emissions as low as 49g/km, a prototype drive of Volkswagen's all-electric I.D. hatch and an early verdict on Audi's dramatic e-tron GT concept (above).

Oh, and we've also met up with the first Tesla Model 3 in the UK and asked the people waiting for their examples to be delivered why they're being so patient.

Electric vehicles aren't for everyone, of course. There are those customers whose lifestyles and charging availability simply aren't compatible with current EVs. There are some who just bemoan what they perceive as premature pressure on technology with more than a century of development behind it.

And yet the signs are that these people have plenty to look forward to as well. Our scoop on Mercedes' forthcoming new-model assault shows that there are plenty of miles left in cars that still require you to visit the filling station now and again. Merc has a foot in both camps, with its 48-volt hybrid tech boosting the efficiency of its combustion engines, and the EQ sub-brand preparing a range of pure-electric Tesla rivals.

What we are going to see is a greater proliferation of technologies, as pure-electric cars do become viable for increasing numbers of people, but electric assistance keeps petrol and diesel power relevant well into the next decade and beyond.

As we head into 2019, we're optimistic that engineers and product planners at the car makers will come up with dozens of exciting new advancements that will excite car buyers, whether their cars are fuelled or charged. All

that's left is to hope that those in charge of legislation and taxation are able to keep up with the pace of progress.



**JOHN McILROY**  
Deputy editor

[John\\_McIlroy@dennis.co.uk](mailto:John_McIlroy@dennis.co.uk)

@johnmcilroy

### CONTACT DETAILS

Dennis Publishing Ltd,  
31-32 Alfred Place,  
London WC1E 7DP

facebook.com/autoexpress

@AutoExpress

youtube.com/autoexpress

News 020 3890 3938

Consumer 020 3890 3751

Tests 020 3890 4039

Products 020 3890 3980

E-mail [firstname\\_lastname@dennis.co.uk](mailto:firstname_lastname@dennis.co.uk)

Subscriptions 0330 333 9491

**Get all the motoring news delivered EVERY week**

Never miss a thing! Get the latest issue delivered to your door. It's quick and easy to set up your subscription and you can save 49 per cent on the shop price.

See Page 50 for details.

**ORDER ONLINE NOW**

[dennismags.co.uk/autoexpress](http://dennismags.co.uk/autoexpress)

**OR CALL 0330 333 9491**

Basic annual rate UK: £91.99

Europe: £120 Rest of world: £190

Online subscriber service Change your address and renew your subscription at [www.managemymags.co.uk](http://www.managemymags.co.uk)

Subs E-mail [subscriptions@autoexpress.co.uk](mailto:subscriptions@autoexpress.co.uk)



**Tell us about your car and win £1,000 of Amazon vouchers**

The UK's no.1 car ownership survey wants to hear from you! What do you love and loathe about your car? How good are the dealers? Would you recommend your car to a friend? Go to the address below to have your say.

[www.autoexpress.co.uk/driver-power](http://www.autoexpress.co.uk/driver-power)



**SUBSCRIBE & SAVE 49%**



● **SUVs, EVs, commercial vehicles and flagship hypercar on the way in firm's biggest product expansion ever**



**James Brodie**

James\_Brodie@dennis.co.uk  
@jimmybrods

**AE** MERCEDES is in line for a bumper 2019 and will reveal a host of new models next year, plus its first all-electric cars under the new EQ nameplate.

Continuing the most rapid product offensive in the company's history, a total of 15 all-new, new-generation or facelifted Mercedes products will emerge before the end of 2021. They will range from commercial vehicles and new SUVs to electric models and a flagship hybrid-powered hypercar.

Ultimately, the biggest news coming in 2019 will be the unveiling of a brand new member of the brand's SUV family. Likely to be badged GLB, it'll be revealed in the summer and will add a new dose of practicality at the smallest end of the company's SUV line-up, as a more spacious alternative to the GLA.

## Contemporary

Spy shots show that the final version of the car originally touted as a 'baby G-Wagen' may be a bit more contemporary in design. There's no hiding the GLB's traditional SUV two-box shape, but it probably won't wear any of the G-Wagen's nostalgic styling touches. Instead, the marque's latest SUV design language, as used on the new GLE, will be repackaged into a small and boxy shape.

We anticipate the GLB will play a role similar to the B-Class, itself a more practical and spacious alternative to the A-Class hatchback, and will be a genuine rival for the BMW X1. It could prove to be an incredibly important car for Mercedes, given that the X1 is comfortably BMW's best-selling SUV. Our exclusive images preview the look of the new model.

The GLB will use the MFA2 platform that underpins the latest A-Class hatchback, and as such, will be finished inside with a similar cabin and dashboard layout, focused around Mercedes' new MBUX infotainment interface. It will be offered with the same selection of petrol and diesel engines as the A-Class, too, and an AMG-engineered GLB 35 with around 300bhp on tap is also in the pipeline. After making its debut in the summer, the newcomer will go on sale in the UK towards the end of 2019 and be priced from around £28,000.

Smaller cars will make up an increasing amount of the brand's business in the years ahead, and the first new Mercedes we'll get to see will land neatly in the wake of the new A-Class.

Even though the brand now offers its Volkswagen Golf-rivalling A-Class in a saloon body style, Mercedes still sees a market for the swoopier CLA. A new, second-generation version of the compact four-door coupé is coming, and very soon. Spied for the first time at the beginning of this year, it will be

## BABY SUV

Originally billed as the 'baby G-Wagen', the GLB previewed in our exclusive image will be a totally new model

## ● EXCLUSIVE IMAGES

# GLB leads new Mer

**EXCLUSIVE** Small SUV is one of 15 new, next-generation or facelifted models luxury





**"The marque's latest SUV design language will be repackaged into a small and boxy shape"**



# Mercedes onslaught

Mercedes brand has waiting in the wings as part of huge product offensive

**FIRST LOOK**  
GLB (left) will be unveiled in the summer, while CLA coupé seen in our spy shot (below) is set to be revealed in Las Vegas next month



Automeidia

revealed right at the beginning of 2019 at the Consumer Electronics Show in Las Vegas.

The coupé, which is pictured in our spy shot below, will differentiate itself from the A-Class Saloon not only with its more rakish, miniature CLS design, but also by offering more legroom. Being at the smaller end of the Mercedes line-up, its interior will be heavily inspired by the A-Class.

Importantly, though, it allows Mercedes to attach an estate to the A-Class range. The CLA Shooting Brake will enter its second generation, too, and will make its debut

not long after the regular four-door coupé, possibly arriving at the Geneva Motor Show in March.

It will be one of three new cars the firm is considering for Geneva, because a facelifted GLC and GLC Coupé could also star on the Mercedes stand in Switzerland. Spied testing earlier this year, the updated version of the BMW X3 rival will not receive a huge visual rethink, but will usher in plug-in hybrid tech for the SUV.

An interior overhaul also means a new infotainment system featuring a 10.25-inch central display, alongside the option of a fully-digital and customisable instrument panel.

The updated GLCs kick off a period that will be dominated by new SUVs. Following their reveals at Geneva, Mercedes will waste little time getting another new off-roader out in public. A debut of the third-generation GLS is being lined up for the spring, possibly at April's New York Motor Show.

The heavyweight seven-seater will go on sale in the summer, and only a few months

## What's in the pipeline and when it will arrive

Automeidia



### NEW CLA

Early 2019  
Second-generation CLA lands as rakish alternative to A-Class saloon



### V-CLASS FACELIFT

Early 2019  
Popular minivan is due a slight design refresh and upgraded technology



### NEW CLA SHOOTING BRAKE

Spring 2019  
Swoopy new CLA estate will be brand's most practical small car on sale



### GLC FACELIFT

Spring 2019  
Audi Q5 rival to be revised inside and out; gets plug-in hybrid tech as well



### GLC COUPÉ FACELIFT

Spring 2019  
Coupé-bodied mid-size SUV to arrive alongside refreshed regular version of GLC



### NEW GLS

Spring 2019  
Largest model in SUV range could appear on stage at April's New York show



### ALL-NEW GLB SUV

Summer 2019  
Brand new member of the family will take the fight to BMW X1 and Audi Q3

Automeidia



**"Next-generation GLA will be a jacked-up, higher-riding variant of the A-Class hatchback again"**



Avaariti

**FRESH SUVs**

Previewed in our exclusive image, new GLA (above) is due in 2020. The Mk3 GLS SUV will have digital dials (right) and could be shown in New York in April



**SPOTTED**

Our spies caught third-generation GLS SUV testing (above), ahead of its unveiling in the spring

after the market launch of the new BMW X7 – its chief rival. We expect the design to follow the new rules established by the GLE, but be adapted for the GLS's more imposing figure. It'll gain the latest semi-autonomous driving tech featured on the S-Class, and stick with six and eight-cylinder powertrains.

In the AMG version, the 5.5-litre engine will be ditched in favour of the 4.0-litre twin-turbo. A plug-in hybrid using the powertrain from the S 560 e limo could appear as well.

The platform on which the next GLS is being developed will also underpin a new ultra-luxurious SUV for the Maybach brand. At this year's Beijing Motor Show, the firm signalled its intentions to do so with the Mercedes-Maybach Ultimate Luxury concept.

The final model will be a conventional, large SUV in shape, rather than the limo on stilts design seen at Beijing. It could be revealed towards the end of 2019, with November's LA event or the Guangzhou show in China in December as potential stages.

One more new Mercedes SUV is due in 2019: the new GLE will gain a GLE Coupé sibling, to provide competition for a new BMW X6 that's also coming next year. The Mercedes is likely to arrive in the autumn.

Moving into the next decade, the focus will shift away from SUVs, but not before the next-generation GLA is revealed. Again, it'll be a jacked-up variant of the A-Class, riding taller and with a only a few minor design

differences between it and its conventional hatchback counterpart. The interior will be lifted wholesale from the A-Class, as will the engine line-up, but with more 4MATIC all-wheel-drive options offered.

Following the onslaught of new SUVs we'll see in the next 12 months, 2020 looks set to be much more varied. A new S-Class is due, and Mercedes will also introduce a second all-electric model to its EQ sub-brand in the form of the EQA (below), a small, all-electric hatch set to take the premium fight to the Volkswagen I.D. (driven on Page 12).

The Formula One-engined, 986bhp AMG ONE hypercar will hit the road for the first time, too, while 2021 should see the introduction of an all-new C-Class, which was spied recently for the very first time.



Pure-electric EQA is due in 2020 as a competitor to VW's I.D. hatch

**More new Mercs due soon**

Automedia



**GLE COUPÉ**

Autumn 2019  
Mercedes is set to continue matching BMW coupé-SUVs; Mk3 X6 rival is coming



**E-CLASS FACELIFT**

Late 2019  
Big-selling exec saloon to get tech and styling updates towards end of the year



**ALL-NEW MAYBACH SUV**

Late 2019  
Maybach brand to move beyond limousines with this Rolls-Royce Cullinan rival



**NEW GLA**

Early 2020  
GLA will continue as rugged, raised alternative to A-Class, despite arrival of GLB



**ALL-NEW AMG ONE**

2020  
Formula One-engined hybrid hypercar will lock horns with McLaren Senna



**NEW S-CLASS**

2020  
Flagship limo will be reinvented in 2020, with coupé and cabriolet set to follow later



**ALL-NEW EQA**

2020  
Compact EV to lead onslaught of EQ-branded electric vehicles from 2021



**NEW C-CLASS**

2021  
BMW 3 Series and Audi A4 fighter to enter its fifth generation early next decade



**Continental**   
The Future in Motion

**Unrivalled**

ENHANCED BY GERMAN TECHNOLOGY

## All seasons. All weathers. All winners.

Our grip and safety performance is proven all year round. No matter the weather, no matter the season our tyres are winners. We're proud to be the only company to win all three Auto Express awards for best summer, winter and all season tyre, in the same year. When braking counts, our tyre technologies are the ultimate winners.

**GERMAN  
TECHNOLOGY** 

[continental-tyres.co.uk](http://continental-tyres.co.uk)







**ON THE MOVE** Hefty kerbweight hits I.D. Neo's performance, but refinement is impressive, with barely any noise in cabin

● **FIRST DRIVE**

# We hit the road in VW's new all-electric I.D. hatch

● **Verdict on prototype Golf-sized EV ahead of launch in autumn 2019** ● **Set to be a game-changer for brand, heralding 'electric mobility' era**

**AE** Hauke Schrieber

HIDDEN beneath the dizzying disguise is arguably one of the most important cars Volkswagen has ever produced. It doesn't yet have an official name, but internally it's currently known as Neo, and it will be the first car in showrooms from the brand's new all-electric I.D. family of vehicles.

As such, the I.D. carries with it the levels of importance that accompanied the Beetle and Golf when they were launched; it will take the manufacturer into a new era of 'electric mobility'. And ahead of the covers coming off the final car at the Frankfurt Motor Show in September, Auto Express has been invited for an exclusive drive of a prototype.

We're joined by Frank Welsch, VW's development director on the board, who is sitting in the passenger seat. "We are not competing with Tesla, not even with a Hyundai Kona," he explains quietly. "We are offering e-mobility for everyone."

The aim is a price of about £22,500 for an entry-level model, which is intended to encourage customers to convert from petrol or diesel power. Three battery options will

be available: 48, 55 and 62kWh. Those figures translate to a range of 205 miles up to a maximum, eventually, of 341 miles. All versions will use one electric motor and be rear-wheel drive initially, although four-wheel-drive and sport versions will follow.

Final testing is being carried out in Lapland and Cape Town, South Africa, where we join VW's development team. Despite the disguise, we know how the I.D. will look (it's previewed in our exclusive image, right); the size of a Golf externally with the space of a Passat inside, says VW.

The I.D. is 4.25 metres long, with short overhangs, a stubby bonnet and roof spoiler on the steep rear end. It's slightly taller than a Golf, but just as wide and there's a noticeable 10cm of additional space inside because there is no engine up front.

While there's no storage space under the bonnet, the boot of the five-seater will correspond approximately to that of a Golf – in other words, from 380 to 1,270 litres.

We can't show you any images of the cabin at the moment, but we can tell you that it's clean, narrow, modern and short on

● **EXCLUSIVE IMAGE**

**NEW I.D.**

Our image previews look of first car in VW's I.D. range; development director Welsch (right) shows off rear space





## Essentials

### Volkswagen I.D. Neo hatchback

<b>Price:</b>	£22,500 (est)
<b>Engine:</b>	48kWh battery, one e-motor
<b>Power:</b>	170bhp
<b>Transmission:</b>	Single-speed auto, rear wheel drive
<b>0-62mph:</b>	9.5 seconds (est)
<b>Top speed:</b>	100mph
<b>Range:</b>	205 miles
<b>CO<sub>2</sub>:</b>	0g/km

**ONSALE** Late 2019

"At the end of our test drive in the prototype, the page with the minus points in our notebook is blank"



buttons. The only storage space available in the cabin is in the centre console.

The starter button is located underneath the steering wheel to the side, while a rotary switch next to the digital display engages drive and reverse. In the middle of the dash panel there is a second screen that lets you swipe through the menus and access all of the car's functions, such as navigation and a media player. A large augmented-reality head-up display will be available as an option.

Three things quickly become apparent once on the move: firstly, the I.D. will not be a great sprinter, because it's simply too heavy (probably nearly two tonnes, because the battery alone weighs 500kg and materials such as aluminium or carbon fibre would be much too expensive). So the 170bhp electric motor in the boot has to work hard. Secondly, the I.D. is very quiet inside; there is no humming like you get with a Kona EV.

And thirdly, the response from the accelerator pedal is still very abrupt, both when accelerating and decelerating. VW is aware of this and is working on it, though. There's also no energy recuperation without

pressing the brake. That's what drive mode B is there for. If activated, the I.D. decelerates when you take your foot off the throttle and will allow the car to come to a complete stop.

At the end of our 90-minute test drive in the prototype, the page with the minus points in our notebook remains blank – although we haven't written the word "fascinating" anywhere in our report, either.

The I.D. won't be the most interesting, beautiful or unique electric car, but it will become the most sensible and financially viable when it arrives. Above all, with a lot of mass appeal and in times of change in mobility, isn't that already a benefit in itself?

### Verdict

THE I.D. has to deliver what VW promises: affordable e-mobility for everyone. Our first drive, a year before its market launch, leads us to expect that the car will fulfil its brief. If the starting price stays at around £22,500, as VW is claiming, this would be a real turning point in electric vehicle ownership.



# Behind wheel of Tesla-rival

● **We drive concept pointing to Model S challenger due in 2020**



**Jonathan Burn**

Jonathan\_Burn@dennis.co.uk  
@Jonathan\_burn

**AE** AUDI'S upcoming e-tron GT will have silently whirled its way into showrooms by the end of 2020. But the German brand is so keen to see its Tesla Model S rival out in the wild that Auto Express has been invited to take a closer look and get behind the wheel of the concept that previews it.

The e-tron GT will be the marque's new 'hero' car, according to its design team, and by and large the concept you see here is what the finished model will look like. Audi's head of exterior design Andeas Mindt told us: "The whole concept is very close to what you'll see in showrooms – about 95 per cent, but the production model will be a five-seater."

Away from the bright lights of a motor show, the e-tron GT cuts a striking shape in downtown Los Angeles; its hunkered-down body and elongated rear are a stark contrast to the enormous, slab-sided SUVs and pickups with which it shares the city's roads.

Swinging open the frameless door reveals a cabin that is almost identical to what is being promised from the showroom model, too. You sit low in fantastic textured seats, peering over a long bonnet that gently drops away towards the road, while the steering wheel, which has a flat top and bottom, is trimmed in soft Alcantara.

The cabin is predominantly made up of digital screens and previews a new look for

**"e-tron GT will be Audi's new 'hero' car, according to its design team"**

## Essentials

### Audi e-tron GT

<b>Price:</b>	£100,000 (est)
<b>Engine:</b>	96kWh battery, two e-motors
<b>Power:</b>	582bhp
<b>Transmission:</b>	Single-speed auto, four-wheel drive
<b>0-62mph:</b>	3.5 seconds
<b>Top speed:</b>	149mph
<b>Range:</b>	249 miles

**ONSALE** Late 2020

future Audi interiors; the gear selector has morphed into a domino-shaped slider that sits neatly integrated on the centre console.

The electric saloon shares its platform, called J1, with Porsche's upcoming electric vehicle, the Taycan. These elegant saloons are similar in size, but the Audi will be aimed at a very different customer.

"Our customers don't like what Porsche does and Porsche customers don't like what we do," Mindt explained to us. "The e-tron will be more comfort orientated; it's more like a long-distance saloon, but it will still have sporty performance."

The numbers certainly back up that claim: 582bhp, 0-62mph in 3.5 seconds and a top speed of 149mph. The e-tron GT is powered by a 96kWh battery that drives an electric motor on each axle to give four-wheel drive.

However, we're not going to get close to those claims, because the concept is a one-off worth 4.6million euros and LA is the most congested city in the US.

Show cars like this rarely give a true representation of how the finished model will drive, but the e-tron GT is one of the more polished examples. The steering is effortlessly smooth with a nice weight, the throttle response is consistent and, when

## ● FIRST DRIVE



**STYLISH**  
Concept's looks are very close to how the final e-tron GT will be when it arrives in 2021



# McLaren lifts the lid on mega 720S Spider

## ● OFFICIAL

### SLEEK

Spider weighs only 49kg more than the 720S coupé, and flying buttresses at rear give it a similar aero roof line





# Toppling Audi e-tron GT



the traffic opens up, the car provides thumping bursts of acceleration. Engineers are still refining the powertrain to deliver a smoother and more relaxing drive. The chassis is still being worked on, which is a relief, because the ride quality is pretty poor. It's about as comfortable as doing a marathon in ski boots two sizes too small.

A full verdict will have to wait until we try the production car. But even this brief encounter with the e-tron GT shows just how serious Audi is about toppling Tesla.

**PAGE 17: Tesla Model 3 in UK showrooms**



Interior design shows how future Audi cabins will look

## **Auto Express** Verdict

**THERE'S** still some time to wait before buyers will be able to get their hands on the e-tron GT. But if Audi comes through on its promise of producing a car that looks and feels as good as the concept, the German manufacturer will have a lot of Tesla customers scratching their heads.

McLAREN has taken the wraps off the fastest and most powerful open-top model it has ever produced: the 720S Spider.

It costs from £234,000, which is a £27,350 premium over the 720S coupé, but swaps that car's fixed roof for a folding hard-top canopy made from carbon fibre that can be retracted in 11 seconds.

Thanks to the carbon-fibre chassis, the 720S Spider weighs only 49kg more than the coupé, at 1,332kg, which makes it the lightest car in its class. That kerbweight also means performance from the 710bhp



Hard-top can be stowed in 11 seconds for open-air driving at speeds of up to 202mph

4.0-litre twin-turbo V8 engine remains unchanged over the fixed-roof model. The Woking-based manufacturer says that the sprint from 0-62mph takes an identical 2.9 seconds.

Top speed is rated at 212mph with the roof up or 202mph when it's down, and the active rear spoiler adjusts to deliver optimum aerodynamics depending on the canopy's position.

Also aiding the aerodynamics are the distinctive glazed flying buttresses at the rear that create a coupé-like roof line.



**"The top speed is rated at 212mph with the roof up"**



## news in brief



### Renault names price for ultimate Mégane

RENAULT has announced that its new flagship Mégane R.S. Trophy hot hatch (above) will cost from £31,810.

That's £4,315 more than a standard Mégane R.S., but the Trophy benefits from styling, engine and chassis upgrades. The 1.8-litre turbo develops 296bhp, a 20bhp boost, while the 0-62mph time is cut by 0.1 second to 5.7 seconds. A new exhaust, Cup chassis with tuned dampers and a limited-slip diff are all standard.

### 'Dangerous' MoT fails pass one million mark

OVER one million cars have failed their MoT for a 'Dangerous' fault since new test criteria were introduced last year. MoT defects are now judged according to Minor, Major and Dangerous criteria, with Dangerous faults posing "a direct and immediate risk to road safety".

The data, obtained from the DVSA by comparison website Motorway.co.uk, showed that 1.13 million cars failed due to a Dangerous fault since the changes were introduced in May.

### MP calls for pause on smart motorways

NO more smart motorways – where the hard shoulder is turned into an active lane permanently or temporarily – should be built until the Government reviews their safety, according to a Conservative MP.

Tracey Crouch, a member of The Campaign for Safer Roadside Rescue and Recovery, told BBC Radio 5 Live: "We need Government to reflect on whether we're getting this right." Highways England defended smart motorways (below), and has previously published data indicating they are not linked to a rise in accidents.







FEEL THE FREEDOM. EXPERIENCE THE DRIVE.



Apollo Vredestein (UK) Ltd., 1 Beechwood, Cherry Hall Road, Kettering Business Park, Kettering NN14 1UE  
Tel: 0330 333 1294 - Fax: 0330 333 1296 - [customer.uk@apollovredestein.com](mailto:customer.uk@apollovredestein.com) - [www.vredestein.co.uk](http://www.vredestein.co.uk)





**IN THE METAL** Buyers get chance to see Model 3 in the UK for the first time

**OFFICIAL**

# Tesla Model 3 in UK at last



**Vicky Parrott**

Vicky\_Parrott@dennis.co.uk  
@VickyParrott

**AE** THE Tesla Model 3 is being displayed in UK showrooms for the first time, ahead of predicted deliveries in mid-2019.

And we've spoken to some of the buyers who placed a reservation before they'd even seen it in the metal. Prices are expected to

● **And we meet British buyers as they see EV in flesh for first time**

start from £52,000 for the long-range, all-wheel-drive versions that the compact, four-door saloon will be launched with in the UK.

WLTP range has been confirmed as 338 miles, or 329 miles for the flagship AWD Performance, the latter of which will sprint from 0-62mph in 3.7 seconds. Cheaper,

rear-driven Model 3s with a shorter range will follow, although there is no confirmation of prices or when they will arrive, given the issues with production at the Tesla factory in California that have seen four years go by since some customers placed a deposit. We found out why they've waited (below).

## Why are you interested in a Model 3?



**ORIOL PUJOL**  
Buying a Tesla for cost and green reasons



**STEVEN HEAPE**  
Really likes the looks, but worried towing is not an option



**ANDY CLEAVER**  
Loves his Model S so much, he ordered the smaller Tesla



**WILL FEALEY**  
Owners club boss is buying his second car from firm

"I'VE actually ordered two Dual Motor models with the long-range battery and autopilot – one for me, and one for my dad. For me, it's more about Tesla the brand than the Model 3 specifically; the Model 3 is just more reasonably priced.

"I've never had an electric car before, but I want one for both cost and environmental reasons. It would be mostly for social or pleasure; I use the train for work, so the Tesla would be for trips with the kids at the weekend, or we sometimes drive to Spain for a holiday, which often accounts for 80 per cent of our annual mileage."

**How long have you been waiting for your Model 3?**

"I'VE been waiting two and a half years, although I don't actually need the Tesla because I have a BMW 3 Series for now, so I don't mind the wait."

"ELECTRIC cars interest me and I like the look of the 3, but it's a real shame that you can't have the rear-wheel-drive car with long-range batteries. So I reckon you're looking at £41,000 after the incentive even for the cheapest one that I'd want, and I could get a much bigger model for that.

"That's the thing for me; I think it looks great and is lovely inside, but the Model 3 doesn't have a tow bar, so I can't haul a trailer or stick the bikes on it. I'd have to keep a diesel with a tow bar for outdoorsy stuff, so maybe a BMW i3 would be more affordable as a second car."

**How long have you been waiting for your Model 3?**

"AT 11am the day ordering opened I placed my £1,000 deposit and then hoped when the presentation came out later on that day it was going to be something I wanted to buy."

"I OWN an early, rear-wheel-drive Tesla Model S, one of the first 200 that arrived in the country. I've now done 79,000 miles and reckon I've saved £15,000 on fuel. So I love Teslas. I had a 993 Porsche 911 at the same time and sold it eventually, because it never got used.

"The Model 3 AWD Performance [I buy] will probably be a replacement for the Mk1 Nissan Leaf we have; my wife is getting a bit fed up of the 80-mile range. I think the Model 3 is beautiful, and its interior actually feels more solid than the Model S."

**How long have you been waiting for your Model 3?**

"FOUR years ago, before the car was revealed, I placed the reservation. I'm debating buying now or waiting. The Model S was updated after I got mine; I don't want that to happen again."

"THIS would make a great car for my wife. I run the UK owners club and have had a Tesla for four years now; I was going to buy a Lamborghini, but I tried the Model S and went for that. It's changed me completely.

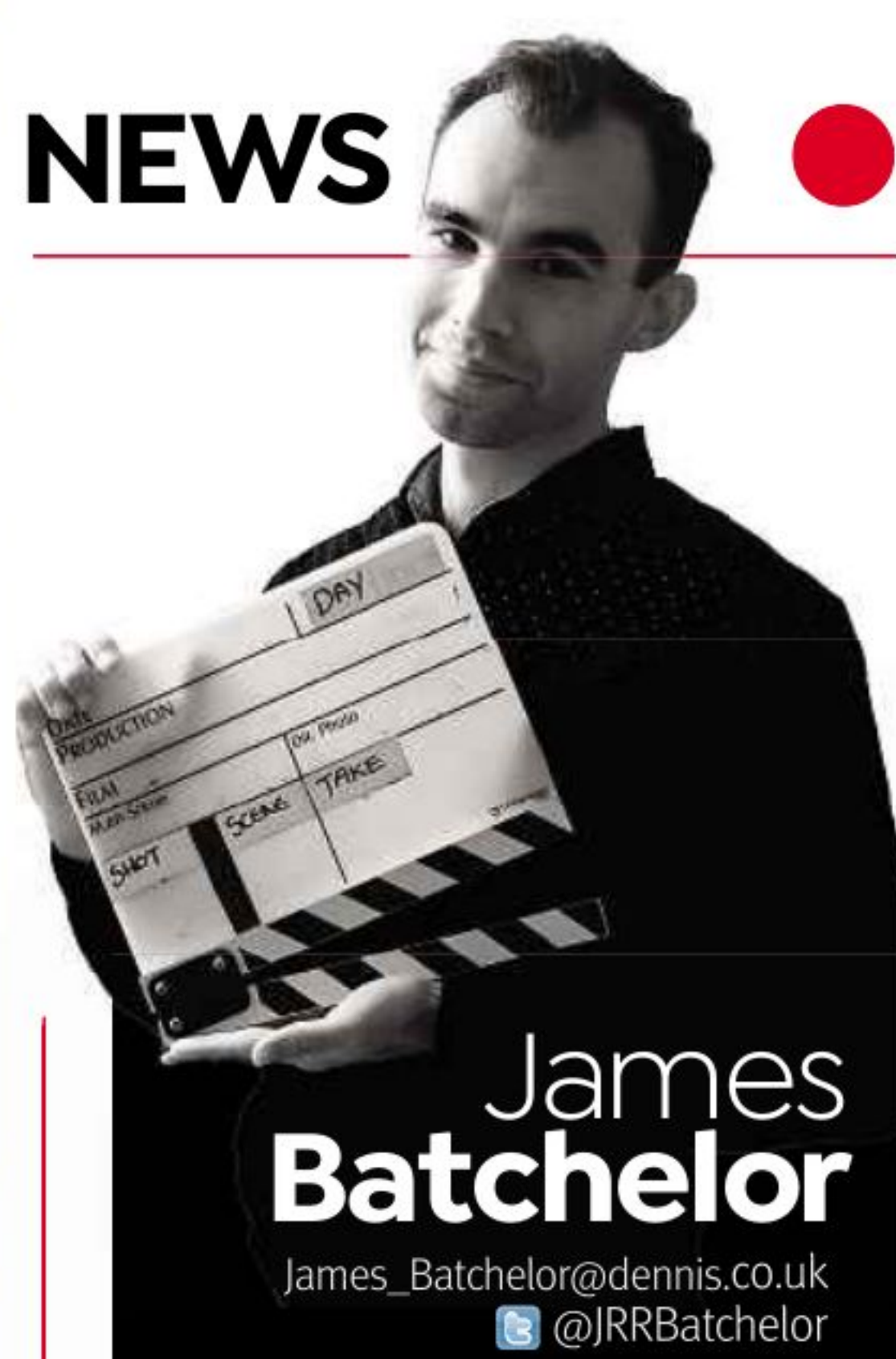
"This would be the second car to the Model S P100D that I have now. We've also got a Hyundai Kona 64kWh and we'll get a Tesla Roadster, too. We do a lot of long-distance touring for holidays, or trips at the weekend.

"Given that this will be a second car, we'll probably actually go for a low or medium-range Model 3."

**How long have you been waiting for your Model 3?**

"I ORDERED it in 2016. I trusted the brand, so it was a no-brainer. If it was a firm that had made cars for 100 years I might be annoyed at the wait, but Tesla is different, so I don't mind."

**NEWS**



**James Batchelor**

James\_Batchelor@dennis.co.uk  
@JRRBatchelor

**Video watch**

WE deliver our verdict on the new BMW 3 Series and take a look at Bentley's latest drop-top. See both videos at [youtube.com/Autoexpress](https://youtube.com/Autoexpress).

## First drive review on all-new BMW 3 Series



LIKE it or loathe it, the 3 Series will be one of 2019's top cars. Brits can't get enough of the BMW compact exec, and this latest version has been improved in every area.

In the only verdict that matters, chief reviewer Sean Carson has driven the car, and predicts it's the new class leader.

## We run the rule over convertible Conti GT



IT'S no real surprise to learn that luxury brand Bentley has created a drop-top version of its new Continental GT coupé.

The third-generation model goes on sale in the spring, priced from £175,100, and it's more customisable than ever. You can even have a tweed roof. Alex Ingram gives you the full walkaround.

You can watch any of our videos on your phone. Simply scan this QR code.





## INVESTIGATION

# Why we need to talk about cobalt

Rare metal is a key component in EV batteries, but there are major concerns about how it is produced



**Hugo Griffiths**

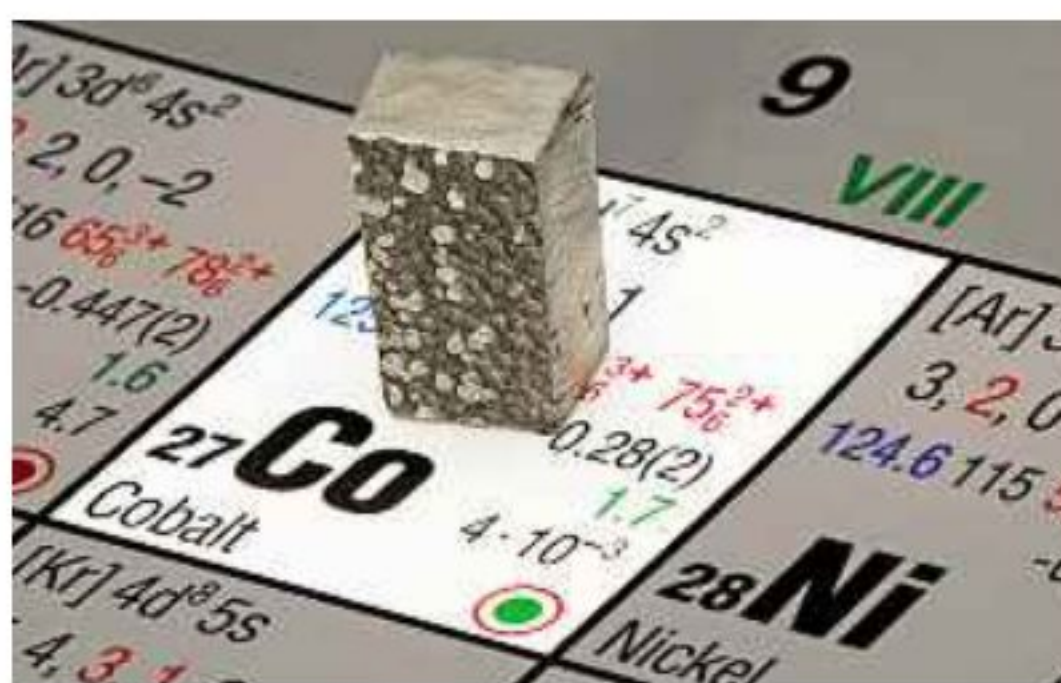
Hugo\_Griffiths@dennis.co.uk  
@hugo\_griffiths

**AE** COBALT. Unless you're a geologist or an electrical engineer, you'd be forgiven for never giving this metal much thought.

But cobalt is a vital component of the lithium-ion batteries fitted to almost all EVs and PHEVs, maintaining the structural integrity of battery cathodes. No viable alternative currently exists, and while cobalt is also used in mobile phone and laptop batteries, a single EV requires between six and 12kg of the material.

As EVs and PHEVs grow in popularity, an estimated 120,000 tonnes of cobalt will be required each year by 2030, and its price has increased from around £17,000 per tonne in 2013 to £44,000 today.

Around 60 per cent of the world's cobalt comes from the Democratic Republic of Congo (DRC), though, one of the world's least politically stable countries. What's



more, between 20 and 40 per cent of Congolese cobalt comes from 'artisanal' mines where the metal, a by-product of copper and nickel production, is often dug out by hand in unregulated conditions, sometimes by child workers.

While dangerous, these mines give vital employment to an estimated 200,000 people in one of the poorest countries on earth.

With that in mind, Auto Express asked all major EV and PHEV producers if their cobalt comes from the DRC, and what they are doing to safeguard workers' conditions.

These 'artisanal' miners in Democratic Republic of Congo are searching for gold – but much of world's cobalt is extracted in a similar way



## WHAT MANUFACTURERS TOLD US

### BMW

SOME of the batteries BMW buys from suppliers contain cobalt from the DRC (as well as other countries). But it considers this supply chain "high risk", and will buy cobalt directly from mines "in the near future". When this happens, BMW will not source the metal from the DRC. The firm highlighted it was a founding member of the Responsible Cobalt Initiative, an industry framework that requires brands to trace how cobalt is sourced, refined and sold.

### Hyundai

HYUNDAI simply said it is "committed to acting ethically and with integrity and transparency in all business dealings and to safeguarding against any form of unethical activity taking place within our supply chain".

### Jaguar Land Rover

JLR told us "it is almost certain" its batteries contain "at least some DRC-mined cobalt". The firm added, though, it seeks assurance from suppliers that they comply with the OECD (The Organisation for Economic

Co-operation and Development) guidelines for Responsible Supply Chains of Minerals from Conflict-Affected and High-Risk Areas.

### Kia

KIA'S battery suppliers source materials, including cobalt, "from a variety of regions", but these firms "regularly review mineral sourcing, and re-source to new areas to manage stability". Kia has cut the amount of cobalt its EVs and PHEVs use, with cells in the new Niro EV and next-generation Soul EV using 8:1:1 chemistry (80 per cent nickel, 10 per cent cobalt, 10 per cent manganese). The previous-generation Soul EV used twice as much cobalt in its 6:2:2 cells, and the brand aims to reduce usage further in future.

### Mercedes

SUPPLY chains at Mercedes are "very complex", but it works with the responsible sourcing firm RCS Global, which audits "the entire cobalt supply chain and in particular the smelters, according to OECD standards". The firm said it was "difficult to show a precise mapping of the supply chains", but admitted there is "a need to improve the [artisanal

mining] situation". It added the Responsible Cobalt Initiative offers a "promising" approach.

### Mitsubishi

MITSUBISHI said "conflict minerals" from the DRC have become "a source of funding for armed groups, resulting in serious violations of human rights". The brand has updated its corporate social responsibility (CSR) policies to ensure "it is not complicit in human rights abuses". These guidelines "clearly state the policy of not using conflict minerals".

### Nissan

NISSAN told us it assesses whether the minerals in its materials and components have "any harmful social effects, such as on human rights or the environment". The manufacturer added that when "there are concerns" about the substances used in its vehicles, it "actively works to end that use".

### Renault

RENAULT asked its battery supplier, LG Chem, "to conduct a review of the supply chain involved in the procurement of



**Demand for cobalt to make batteries is increasing as EVs grow in popularity**

cobalt". The maker said this review had "not found any link between the cobalt used to make Renault batteries and the cobalt originated from the mines which do not respect human and child labour rights".

### Toyota

TOYOTA said it aims to "avoid the procurement" of materials "obtained through unethical means" and takes steps to "discontinue procurement of materials that can cause social problems or finance armed groups". Its CSR guidelines for suppliers include a "Responsible Material Procurement" request.

### Tesla

THE "overwhelming majority" of the cobalt in Tesla batteries comes from countries





### What about the battery suppliers?

AUTO Express contacted three major suppliers for EV batteries: Panasonic, LG Chem and Samsung.

Panasonic was the only firm to respond, telling us it “investigates smelters of cobalt minerals used in its batteries through the supply chain and confirms that they are not related to human rights abuses”.

other than the Democratic Republic of Congo. Like Kia, Tesla has switched to 8:1:1 cells, and boss Elon Musk has promised the company’s “next-gen” batteries will use no cobalt. In the meantime, Tesla’s “targeted due diligence” has seen it inspect “many” cobalt mines. “To date, we have not uncovered human rights abuses,” it adds.

### Volkswagen Group

THE Volkswagen Group (VAG) says it is aware of issues connected to “the production of certain raw materials”, and is in “continuous dialogue” with its battery suppliers. The group contractually requires suppliers to “prevent infringements of

environmental and social standards”. VAG is “working on approaches to the certification of cobalt smelting plants in order to be able to trace the extraction conditions and origins of our battery materials in a standardised way”.

### Volvo

VOLVO told us it is “committed to the responsible sourcing of minerals and metals within our supply chain, including cobalt”. The company fully supports OECD Due Diligence Guidance for Responsible Supply Chains, and is working with suppliers “to secure full transparency and traceability of our cobalt supply chain”.

## OPINION: GETTING THE BALANCE RIGHT IS VITAL

**AUTOMOTIVE** supply chains for materials such as steel, glass and aluminium are well established, but cobalt presents fresh problems, which firms haven’t yet fully resolved. Switching to EVs may be better for our lungs and the planet, but makers and politicians must ensure our clean air doesn’t come at the expense of others’ working conditions.

## Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m)

**Legal**  
AA: 0345 850 1130 (m)  
RAC: 0330 159 1446 (m)  
Which?: 01992 878329  
Citizens Advice Consumer helpline: 03454 040506  
Local Trading Standards  
Local Citizens Advice Bureau

**Used car inspections**  
AA: 0800 056 8040  
RAC: 0330 159 0720  
**Technical advice**  
AA: 0370 142 0002 (m)  
**Driving licences**  
DVLA: 0300 790 6801

**Car registration/history**  
HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0330 159 0364  
**Traffic information**  
AA: 0906 888 4322  
RAC: 09003 444999 (p)

**Problems with dealers**  
The Motor Ombudsman: 0345 241 3008  
Consumer Ombudsman: [www.consumer-ombudsman.org](http://www.consumer-ombudsman.org)  
RMIF: 0845 305 4230  
Scottish Motor Trade Assoc: 0131 331 5510

**Problems with makers**  
The Motor Ombudsman: 0345 241 3008  
**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
DVSA: 0300 123 9000



**Inbox** Your views

Contact **Tristan Shale-Hester**  
mail@autoexpress.co.uk @AutoExpress

**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing Ltd, 31-32 Alfred Place, London WC1E 7DP

## HOT TOPIC Jimny ‘Defender’ kit

**FROM: Mr J** THE tough look is great, but I wouldn’t go for the lookalike Defender grille; Suzuki’s current style in matt black would be fine for me. Either way, it’s interesting to see aftermarket makers getting involved; it’s usually a sign of market approval.

**FROM: Tom G** THE new Jimny looks good enough without being put in a dress. Can’t help thinking this bodykit appears a bit cheap and nasty. That said, this car is certainly a better fit for narrow country lanes than most of the oversized SUVs available nowadays.

**Japanese firm DAMD’s Defender-style bodykit for the new Jimny has divided opinion**



**Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)**

■ “Driving a car with ‘Little D’ written across the front for all to see is certainly a bold move.” **Andrew Ravenscroft**

■ “It looks good, but I would prefer to have a Mk1 Toyota Land Cruiser bodykit instead of a Defender one.” **Charlie R**

■ “If only I could have a big V8 engine under the bonnet, although that would take a while to install.” **Kelly G**

### I’d love to see auto indicators invented

**FROM: Jeff Baker** WE have daytime running lights, automatic windscreen wipers and reversing cameras, but many drivers still do not seem to know where the indicator stalk is located. Can someone please invent an automatic indicator so that I know where other motorists are going?

### Barrier to raising 70mph speed limit

**FROM: Benjamin P** IN response to Derek White’s letter regarding the motorway speed limit (Issue 1,553), a police road traffic officer told me the reason it can’t be raised to 80mph or more is that motorway crash barriers are only rated to 70mph and therefore wouldn’t be fit for purpose.

### Keyless security must improve before I buy

**FROM: John Crompton** I AM surprised that keyless entry is promoted as a selling point on most cars; for me, it’s a deal-breaker. I know there are steps you can take to minimise the risk, but there is still an increased danger over keyed systems. I won’t buy a car with keyless entry until it’s thief-proof!

### What’s the etiquette when fuelling a car?

**FROM: Oliver Deng** WHEN we arrive at a fuel station, are we meant to form one queue and wait for the next available pump or should we choose a pump and wait for that one specifically? Everyone seems to have different ideas and there’s no official guidance. Forecourts need some signs to help!





**Hugo Griffiths**

Hugo\_Griffiths@dennis.co.uk  
@hugo\_griffiths

**AE** IMAGINE a future in which you can order a test drive as easily as you can an Amazon delivery – or one where you can have a car delivered to your house without ever having seen it, let alone driven it. How about being able to put any model you like on your driveway, instantly?

If that sounds like a brave new world, we've news for you: the scenarios described above are all possible, and we've tried out some of the schemes currently available to see how they work. We're talking about the dealership of the future; the dealership that comes to your house.

## Mazda MyWay

WE start by asking for a car to be delivered to our home courtesy of Mazda's MyWay. Set up in 2015 for customers who don't live near a dealer, the internet-based scheme asks you to book a time slot online. Then, a gleaming Mazda 6 pulls up outside our house.

Senior MyWay brand champion Yaqub Begh starts off with a five-point tour of the 6, pointing out features introduced by the model's recent facelift. He shows us the space in the rear seats and the boot, before opening the driver's door for us to climb in.

The test drive is next, and when you're motoring on familiar roads, you can concentrate more closely on the way a model behaves. We know, for example, how our personal car copes with a specific pothole; driving over the same imperfection in the 6 reveals its impressive ride.

Yaqub says his customers often have a similar experience. "When people have a relatively new car to part-exchange, they often say they had a five-minute drive, and didn't realise how bad the seats are, or how firm the ride is," he tells us.

Test drive over, we head inside to talk prices. MyWay has four supporting dealers around the periphery of London and, after a customer has specified their Mazda, those dealers bid on it, supplying quotes within an hour, and ultimately delivering a car to the customer.

"It's a really easy platform," Yaqub says, adding that vehicles are collected for annual servicing as part of the package. As MyWay brand champions aren't commissioned, it's a pressure-free experience, too.

MyWay originally focused on Mazda buyers in London, but 2,000 test drives and 400 sales later, the service has expanded to Tunbridge Wells in Kent, and an adapted version is to be offered in Greater Manchester.



Otis Clay



### TEST DRIVE

Yaqub Begh (right) talks our man Griffiths through the features of the latest Mazda 6 before a test drive on roads around his home







# DEALER REVOLUTION

Thanks to the latest tech, new car test drives are coming to your door. We look at how traditional dealers are changing

## Hyundai Click to Buy

DON'T live in one of the areas covered by MyWay? How about Hyundai's nationwide Click to Buy programme?

Originally intended as an adjunct to Hyundai's shopping-mall outlets, the Click to Buy initiative proved so popular that the company made it a standalone model.

Tony Whitehorn, Hyundai UK's president, explains: "We thought everybody should be able to buy a car online without having to visit a dealership."

A quick play around with Click to Buy reveals its simplicity. We input our own car's details in the part-exchange section, receive a realistic valuation, set a budget for a new car and are presented with finance options for the i20 and the Kona EV.

"A number of cars are price-pointed nationally," Whitehorn tells us. "But if you click 'see more cars', you'll see models available from local dealers, and can transact on any Hyundai car online."

Not being able to resist the lure of an i30 N, we're taken to a model page that lists our monthly payments

and nearest dealer; then we have the option to either book a test drive or order the Hyundai hot hatch.

How many people, we ask, order without a test drive? "In our city stores, just 53 per cent of customers had a test drive before buying," Whitehorn explains. "And 100 per cent of Kona Electric customers have bought without having one, because it's only being sold online."

Whitehorn stresses the Click to Buy service is not intended to replace the manufacturer's garages. "You go to a dealer to pick the car up, or the dealer delivers it to you, and you cement a relationship," he says.

The boss is keenly aware, though, that buying habits vary between generations. "My kids wouldn't go into a dealership to buy a new car, but my parents wouldn't buy a car online," he explains.

The 700,000 visits Click to Buy saw in the first 10 months of the year may have only resulted in 652 sales, but Hyundai is confident those numbers will only increase as digitisation grows. "It takes time; I get it," Whitehorn says. "When you're at the vanguard of something, there's always work to be done."



"We thought everybody should be able to buy online without having to visit a dealership"

**TONY WHITEHORN**  
Hyundai UK president







**PRIDE AND JOY**  
Hugo gets to see what a virtual Huayra would look like parked outside his home



ZeroLight

## ZeroLight

ANOTHER company at the vanguard of car sales is tech firm ZeroLight. It specialises in augmented reality, virtual reality and high-definition car visualisations, working with the likes of BMW, Pagani and Porsche, and recently developing a real-time 3D online configurator and virtual reality service for Audi.

The aim is to make car buying more immersive, accurate and engaging for would-be customers.

ZeroLight's chief marketing officer, Francois de Bodinat, tells us that the sheer number of options and configuration possibilities available today makes it hard for buyers to get an accurate idea of what their car will really look like.

"When you change the wheels, the paint, the interior colour, have a roofbox, a bike rack, there are a massive number of configurations. There is no way that you can really see the final car before you buy it," Francois says.

ZeroLight's answer? Create a bespoke 'digital twin' of the car being configured, which displays every one of the options specified by a customer. This 3D model can then be consistently rendered on a 4K screen or virtual reality suite in a showroom, on an online configurator or, as we're about to see, in customers' homes.

Francois helps us design a Porsche Cayenne on a conceptual configurator. We specify white paint with a brown leather interior; then, after a couple of taps on the iPad, the Cayenne 'appears' on our kitchen table.

The effect is uncanny. On the tablet's screen is a live-stream video of our table, together with a 3D Cayenne. So convincing is the visualisation that when we point the iPad at my son's Playmobil Porsche 911 Targa, it's hard to tell



**HI-TECH**  
Francois shows our man how his choice of Porsche would look and (left) the virtual Cayenne sits next to Hugo's son's toy 911

which model is real. But the show isn't over yet: also displayed on the screen are an accelerator, brake pedal and steering wheel. These act as a remote control for the Cayenne, which is soon 'driving' all over the table.

We head outside next to see how the car would look on the road – the model's size can be adjusted with pinch-to-zoom – and get a bit carried away. Wouldn't an Audi RS 5 look nicer outside the house? No, wait, let's go really high-end; how about a Pagani Huayra?

This augmented-reality app isn't available to the public – yet – but the tech is ready and waiting for a car company to buy it. "There is no technical barrier to it," Francois says.

MyWay, Click to Buy and ZeroLight offer something buyers have always put a huge price on: convenience, now bolstered by the limitless opportunities of the internet. While physical outlets remain the norm for the moment, the dealership of the future looks set to be moving into your home.

## Online car sales are up by 50 per cent every year

"FOR dedicated petrolheads, buying a car sight unseen may remain unthinkable, but our research shows that most drivers are open to cutting out the hassle of traipsing round dealerships and haggling," says Austin Collins, MD of our sister site [BuyaCar.co.uk](http://BuyaCar.co.uk).

"Online sales of new and used cars at [BuyaCar.co.uk](http://BuyaCar.co.uk) have doubled annually since 2014, so it's unsurprising that more firms see this as the future.

"Buyers can choose from tens of thousands of cars anywhere in the country (there's a standard nationwide delivery charge), comparing finance quotes is easier than in a dealership and distance selling laws mean there's a 14-day guarantee for online purchases. This applies whether you're buying a car or socks from Amazon."



**buyacar.co.uk**

**"We head outside to see how the Porsche would look on the road, and get a bit carried away"**



# START FLAT BATTERIES.™



ULTRASAFE® LITHIUM  
JUMP STARTERS.

**NOCO**

AVAILABLE AT:

**halfords**

**amazon.co.uk**

ALSO TRY

MULTI-PURPOSE BATTERY CHARGERS.

**CHARGE SMART.**







# Skoda Kodiaq vRS

## Performance

0-62mph/top speed  
7.0 seconds/136mph



**FIRST DRIVE** Skoda's hot SUV is finally here. We find out if it was worth the wait



**James Batchelor**

James.Batchelor@dennis.co.uk  
@JRRBatchelor

**AE** THE VW Group has gone sports car crazy recently, with countless hot Golfs – as well as new Polo and up! GTI models. It even spun off SEAT's Cupra performance division into a standalone brand.

Skoda has experienced the complete opposite, though, focusing on practical family cars to cash in on the SUV boom.

Yes, there has been the stalwart Octavia vRS, but ever since the Fabia vRS was culled in 2013, Skoda's performance brand has looked a little sorry for itself. The marque is adamant the vRS badge isn't dead, though; as a clear statement of intent, the Czech firm revealed a new Vision RS Concept at October's Paris Motor Show, alongside this: the Kodiaq vRS. Three months on, the manufacturer has given us our first chance to drive the latter on European roads.

Skoda has combined the vRS elements that fans know and love into a practical SUV

body. There's a 237bhp 2.0-litre twin-turbo diesel engine and plenty of go-faster bits: aggressive bumpers, 20-inch alloys, twin exhausts and black trim. There's even a new vRS badge, too. The SUV looks typically vRS; sporting, without being over the top. Strangely, however, there's no drop in ride height over the Kodiaq Sportline model.

Inside there's lots of red detailing, including contrast stitching for the leather and Alcantara sports seats (which are also electrically adjustable), steering wheel and armrests, and diamond-patterned black stitching on the doors. There's carbon fibre-effect trim and a 9.2-inch touchscreen, as well as 10-colour ambient lighting. Skoda's digital dials are thrown in, too. The vRS is only available with seven seats; there's no five-seat option as with entry-level Kodiaqs.

Initially, the vRS feels quite similar to the Kodiaq Sportline. Both cars have 20-inch wheels with low-profile tyres, and on poor surfaces there's a harshness to the way they tackle bumps and ridges. The vRS comes

with Dynamic Chassis Control; dial it up into Sport and there's more jiggle, but with it comes better body control. In fact, the car does an impressive job of belying its size.

The steering is accurate but devoid of feel, and while the vRS gets a progressive set-up which adds extra weight the faster you go, it feels a little artificial. Speaking of which, this Kodiaq also gets Dynamic Sound Boost – an actuator fitted to the exhaust that pumps augmented noises into the cabin. It's designed to make the diesel engine sound a little fruitier, but in reality just creates a weird, drony tone that simply isn't needed. It sounds good on the outside, though.

The twin-turbo 2.0-litre diesel is pretty punchy, with its fullest effect coming when overtaking slower traffic; the 500Nm of torque gives it quickfire responses. It's

matched up to the familiar seven-speed DSG box and while it's a bit slow in the lower-powered Sportline, here it feels noticeably sharper. The vRS is quick but never genuinely rapid; the engine doesn't seem overtly sporting for a 'hot' SUV.

But the car's big problem is how much Skoda is charging for it. At just shy of £43,000, the vRS competes with cars like the Land Rover Discovery Sport and BMW X3. They're not as well equipped, but have premium appeal that's hard to ignore.

Yet the biggest issue comes from within. The new Cupra Ateca, admittedly a petrol-powered five-seater, costs £7,000 less. The Kodiaq 2.0 TDI 190 Sportline offers much of the vRS's appeal, too, with discreetly sporty styling. Despite being down on power, most of the time the two cars feel pretty similar.

**“Skoda has combined the vRS elements that fans know and love into a practical SUV body”**



**28 MERCEDES G 350 d**  
AMG G-Wagen was a big hit. Now we drive the diesel version.

**29 MERCEDES GLC 250**  
Behind the wheel of new petrol-powered premium mid-size SUV.

**31 FORD FOCUS ESTATE**  
We find out if roomier family load-carrier adds up on British roads.

**32 JEEP TRACKHAWK**  
Can grandest Cherokee yet rival the world's top performance SUVs?



Kodiaq vRS is nippy enough on the road, but it doesn't feel genuinely quick

## Essentials

### Skoda Kodiaq vRS 2.0 TDI 240PS 4x4 DSG

Price:	£42,870
Engine:	2.0-litre 4cyl diesel
Power/torque:	237bhp/500Nm
Transmission:	Seven-speed dual-clutch auto, four-wheel drive
0-62mph:	7.0 seconds
Top speed:	136mph
Economy:	35.3mpg
CO <sub>2</sub> :	167g/km

**ONSALE January**



**STYLING** New vRS badge sits proud on black grille. There's no drop in ride height over Kodiaq Sportline, but every vRS gets 20-inch wheels, twin exhausts and aggressive bumpers. Inside, digital dials and 9.2-inch screen are standard



**DRIVING** Powerful 2.0-litre diesel provides plenty of punch, especially when overtaking. Skoda doesn't offer a manual, but the DSG auto box feels quicker than in lesser Kodiaqs. Sound actuator doesn't add to the driving experience



### NEED TO KNOW

Only 300 Kodiaq vRS models are coming to the UK in 2019, offering buyers a degree of exclusivity

"Inside there's lots of red detailing, including contrast stitching for the leather sports seats"



## Auto Express Verdict

AFTER years of speculation, Skoda has finally built a hot SUV, sticking the fabled vRS badge to the award-winning Kodiaq 4x4. The souped-up seven-seater certainly looks the part – both inside and out – and offers decent performance and dynamic ability, all wrapped up in practical SUV body. It's well built, too, just like any other Kodiaq. The trouble is, it doesn't feel quick or special enough to justify its price tag, and it isn't enough of a step on from the 'warm' Kodiaq Sportline.





## Essentials

### Renault Kadjar GT Line TCe 140

<b>Price:</b>	£25,095
<b>Engine:</b>	1.3-litre 4cyl turbo petrol
<b>Power/torque:</b>	138bhp/240Nm
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	10.4 seconds
<b>Top speed:</b>	126mph
<b>Economy:</b>	47.9mpg
<b>CO<sub>2</sub>:</b>	134g/km

**ONSALE January**



**PRACTICALITY** There is space for three adults to sit relatively comfortably in the back. All cars now get air vents and USB sockets in the rear, too, and the big 472-litre boot is larger than you'll find in a Nissan Qashqai



**EQUIPMENT** Huge panoramic glass roof is included on S-Edition and GT Line trims; it floods the cabin with light, but is fixed and cannot be opened. Our car had leather seats, a 360-degree camera and extra safety kit



**Alex Ingram**

Alex\_Ingram@dennis.co.uk  
@AxleIngram

**AE** RENAULT has treated its C-segment crossover, the Kadjar, to a variety of tweaks to keep it fresh. It's a timely update, given that it sits in arguably the busiest and most competitive part of the market. So are the changes enough to make the car worth choosing over a SEAT Ateca or Nissan Qashqai?

As before, the Kadjar is mechanically similar to the Qashqai, and the latest tweaks include the introduction of the same overhauled engine line-up recently launched in its Nissan cousin. The diesel range kicks off with an updated 1.5 dCi; there's now an Adblue filter to reduce emissions, more soundproofing and a nominal power and torque increase.

The old 1.6 has been redeveloped into a 1.7-litre unit which, with 148bhp, is more muscular than before. It's also the only Kadjar offered with four-wheel drive and a locking differential.

But in a sign of how the market is changing, it's the petrol engines that are expected to account for almost 70 per cent of sales in the UK. A new 1.3-litre turbo unit, co-developed with Mercedes, is available in two outputs: 138bhp or 158bhp.

Along with the new engines, the Kadjar benefits from a styling revamp. The front grille is wider and gets new chrome inserts,

and the number plate has been moved upwards to emphasise the 4x4-inspired splitter. At the back, there's a new bumper with integrated LED reversing lights; the rear clusters now adopt the brighter tech as well.

The exterior changes are finished off with the introduction of a few new alloy wheel designs and three new colours: Oural Green, Highland Grey and Iron Blue.

Inside, Renault has made a series of small improvements. They don't transform what is still a bland cabin, but are positive. The redesigned seats, for example, are more supportive than before (particularly at the sides), there's a new sliding centre armrest, and the illuminated window switches look more expensive. The centre cup-holders are still comically shallow, mind.

We really like the new climate controls; the three big dials have built-in screens to show temperature and blower direction. They look better and are easier to use.

The touchscreen, now installed flush to the dash, looks much tidier and is more responsive. It's a pity it doesn't load faster, but at least Apple CarPlay and Android Auto are standard across the range.

Little has changed from a chassis point of view, so it's the new engines that make the



difference to the way the car drives. The news is pretty positive; the 138bhp unit is much stronger than the outgoing 1.2. It's not the smoothest unit when revved, but it settles down into a hushed cruise.

If anything, it performs so well that we'd question whether the more potent engine is necessary. The 158bhp car is half a second quicker from 0-62mph, but the difference is negligible on the road.

Both editions are available with a choice of six-speed manual or seven-speed automatic boxes. The manual is pleasant enough, and although the auto is easier to use around town, it can be slow to kick down for hurried overtakes.

Elsewhere, the driving experience is as before; on the 19-inch wheels of the model we sampled, the ride is slightly

**"New 1.3-litre turbo petrol engine, developed with Mercedes, offers 138bhp or 158bhp"**

# Renault

## FIRST DRIVE Verdict as \$

### NEED TO KNOW

Even though it's based on Alliance partner Nissan's Qashqai, Renault Kadjar has a bigger boot. New cabin benefits from more tech than before







# t Kadjar

SUV gets new engines, fresh look and updated tech

## Running costs

47.9mpg (official)  
£68 fill-up



## Performance

0-62mph/top speed  
10.4 seconds/126mph



firmer than in the Qashqai, yet smoother than an Ateca. Turn into a corner and body control is reasonable, and the steering is precise enough, if short on feel. Not fun, but adequate for a practical family car.

And that's where the Renault fares well. Its 472-litre boot is larger than the Nissan's, and the cabin has plenty of space for five people. Rear passengers are now treated to central air vents and a pair of USB sockets.

The range starts from £20,995. Standard kit includes 17-inch alloys, climate control and that seven-inch touchscreen. The pick of the line-up looks to be the Iconic; it adds 19-inch alloys, sat-nav, a reversing camera and lane departure warning for £1,500 more.

And at that price, it compares very favourably with its closest rival. Against the roughly equivalent Qashqai N-Connecta, the Kadjar is £2,500 cheaper. Renault has yet to reveal finance deals, but even though Nissan's offers are very competitive at the moment, that's a big difference given that the Kadjar is bigger and as good to drive.



**AUTO  
EXPRESS**

## Verdict

THE Renault Kadjar SUV has always deserved consideration among the usual crop of family crossovers, and these latest updates raise its game further. The new engines bring the biggest improvement, and deliver strong performance with the promise of great fuel economy. Some rivals are better to drive, and some feel more special inside – but as a practical, comfortable all-rounder, the Kadjar is difficult to fault.





An all-new suspension set-up, three differentials, a torquey engine and four-wheel drive mean the G 350 d is at home off the beaten track



# Mercedes G 350 d

## Performance

0-62mph/top speed  
7.4 seconds/123mph

## Running costs

29.4mpg (official)  
£126 fill-up



**FIRST DRIVE** We love the V8 AMG G-Class, so how does its diesel sibling shape up?



**Steve Sutcliffe**

mail@autoexpress.co.uk

**AE** THE G-Wagen has always been one of motoring's intriguing anomalies. It was designed back in the late seventies as a light-use military vehicle; used and abused mostly in the deserts of the Middle East.

It gradually gained a cult following as a road car, though, and over time it became a popular left-field alternative to the Land Rover Defender and Jeep Wrangler. But it was always a bit of a shed mechanically, much like the models it sought to compete with.

By 2018, the G was in desperate need of a mechanical upgrade inside and out. But rather than redesign its exterior, Mercedes decided to completely overhaul the car beneath the skin and keep its looks all-but identical to those of the 1979 original. It's a decision that G-Class customers are more than happy about, according to the brand.

We've already driven the storming AMG version, powered by the bonkers 4.0-litre V8 (Issue 1,544). With 577bhp and four side-exit exhausts, it accelerates as violently as you'd expect; sounding like a thunderstorm at full chat. Now though, it's the turn of Mercedes' 'entry-level' diesel model.

Here, propulsion comes from a familiar 3.0-litre straight-six, producing 282bhp and 600Nm. That's enough to send the G 350 d from 0-62mph in 7.4 seconds and to a top speed of 123mph. Not AMG-fast, but quick

enough to make the diesel G feel brisk. It's not the most aerodynamic vehicle, either; it's about as slippery as a block of flats.

On the move, though, this doesn't matter, because up to 70mph it remains supremely refined. Gone are the rigid axles, and in their place is a proper, modernised suspension system with links and dampers that provide a genuinely sophisticated ride. The nine-speed transmission is excellent, too, and provides super-smooth shifts and can be controlled via the paddles on the steering wheel if the mood dictates.

The four-wheel-drive G-Class still has three differentials to play with if you are really serious about your off-roading; one at either end and another in the centre that locks everything into place. And thanks to its exceptionally good approach and departure angles, it feels capable of driving straight up the side of a snowy mountain with the right person behind the wheel.

If the exterior remains endearingly retro, the interior is thoroughly contemporary. You get the same vast cross-dash touchscreen infotainment system as you do in most other modern Mercedes – including the E, GLE and S-Class – with digital dials and state-of-the-art sat-nav, air-con and mobile connectivity. Apart from the upright driving position and boxy proportions, you could be in any of the marque's latest models. And that's quite a compliment indeed.



## NEED TO KNOW

The G 350 d is only available in AMG Line trim. Prices should start from £94,000



**Essentials****Mercedes G 350 d AMG Line**

<b>Price:</b>	£94,000 (est)
<b>Engine:</b>	3.0-litre 6cyl diesel
<b>Power/torque:</b>	282bhp/600Nm
<b>Transmission:</b>	Nine-speed auto, four-wheel drive
<b>0-62mph:</b>	7.4 seconds
<b>Top speed:</b>	123mph
<b>Economy:</b>	29.4mpg
<b>CO<sub>2</sub>:</b>	253g/km

**ONSALE January**

**EQUIPMENT** Locking differentials mean the latest G-Wagen is as capable as ever when the going gets tough. There's an off-road mode, too, which sets the car up to tackle rough ground



**PRACTICALITY** Space in the back is good, but the diesel G-Class isn't as roomy as a Range Rover. The boot is hindered by a side-hinged tailgate and bulky spare wheel mounted to the door

**Auto EXPRESS Verdict**

THE entry point to the Mercedes G-Class range doesn't come cheap, but when a vehicle has so much charm it seems fruitless to complain about the price. For a select few, there is nothing quite like the G-Wagen – and in this G 350 d guise you get those stunning retro looks and bags of old-school appeal, matched to decent performance along with reasonable efficiency.

**Mercedes GLC 250****FIRST DRIVE** Does petrol-powered SUV make sense?**NEED TO KNOW**

An updated Mercedes GLC is on the way, and will be revealed in the first half of 2019

**James Brodie**

James\_Brodie@dennis.co.uk  
@jimmybrods

**AE** BY 2040 the UK Government hopes to completely ban the sale of pure petrol and diesel cars. Yet look at the statistics for 2018 and you'll see that a mini-revolution has been brewing.

While diesel models used to account for nearly half of all British new car sales, registrations are down by 29.8 per cent and now stand at one third, and falling.

The petrol-powered Mercedes GLC 250 therefore seems like a car appropriate for the times. It's a relatively new addition to the GLC line-up; aimed squarely at buyers nervy of diesel's demise. On paper at least, it fills a neat, emerging gap in the market, and out on the road it feels like a pretty convincing option.

Using Mercedes' latest 2.0-litre four-cylinder turbo petrol engine, the GLC 250 injects a bit more refinement into the 'everyday' (sub-AMG) end of the GLC line-up, which previously was a diesel-only zone. Add the optional Air Body Control suspension set-up on our car (a £350 option), and the 250 immediately

becomes the quietest and most comfortable member of the GLC pack. With the brand's mid-size SUV a less dynamic proposition than a BMW X3, Jaguar F-Pace or Porsche Macan, the petrol motor feels perfectly at home here.

You probably won't miss the extra grunt of the 250 d model, either. While the petrol version's 350Nm torque figure leaves it 150Nm down on the diesel, it weighs 120kg less – and as such it outguns its sibling from a performance perspective.

Every version gets the same high-quality interior, with enough space for all the family and their luggage. While the infotainment system is starting to show its age alongside more modern Mercedes models such as the G-Class (left), it's still packed with tech.

This version costs around £1,000 less than its diesel-powered GLC 250 d twin, and sits in a lower Benefit-in-Kind (BiK) company car tax band, too. But there's no avoiding the fact that the petrol GLC will cost more to run. Official fuel economy of 37.2mpg puts it near enough 10mpg shy of the entry-level 220 d. Even the 250 d will officially return more than 45mpg – so while the petrol car is an enticing proposition, it's likely only to find favour with lower-mileage motorists.

**“The petrol-powered Mercedes GLC 250 seems like a car appropriate for the times”**

**Essentials****Mercedes GLC 250 4MATIC AMG Night Edition**

<b>Price:</b>	£41,515
<b>Engine:</b>	2.0-litre 4cyl turbo
<b>Power/torque:</b>	208bhp/350Nm
<b>Transmission:</b>	Nine-speed automatic, four-wheel drive
<b>0-62mph:</b>	7.3 seconds
<b>Top speed:</b>	138mph
<b>Economy:</b>	37.2mpg
<b>CO<sub>2</sub>:</b>	174g/km

**ONSALE Now**

**EQUIPMENT** New AMG Night Edition trim keeps old AMG Line's standard kit list. Air suspension is a £350 optional extra, while top-down 360-degree camera is another £335



**PRACTICALITY** GLC's 550-litre boot matches the Audi Q5's but trails the Jaguar F-Pace's capacity by 100 litres. Space in the back is good for families; rear seats fold 40:20:40

**Auto EXPRESS Verdict**

THE GLC 250 petrol's relatively poor fuel economy makes us wince a little, but it's far from a deal-breaker. For low-mileage buyers it shapes up as a pleasant proposition and the GLC remains a high-quality and comfy SUV. Some of the interior tech is beginning to feel outdated, but a facelift next year should solve this problem.







**CATACLEAN®**  
Liquid science for the life of your vehicle

## The MOT has changed. Are you ready?

### THE COMPLETE FUEL ADDITIVE TO CLEAN, RESTORE & PROTECT THE:

-  Engine
-  Cylinder Heads
-  Intake Valves
-  Fuel Injectors
-  Diesel Particulate Filter
-  Catalytic Converter
-  Oxygen Sensors
-  Exhaust

### WHY USE CATACLEAN?

Reduces emissions by up to **60%**

Can prevent MOT emissions fail

Improves MPG

Restores performance

Reduces vehicle maintenance costs

No need to use premium fuel

Reduces air pollution

**SIMPLY  
POUR  
& GO  
EVERY  
3 MONTHS**



[cataclean.com](http://cataclean.com)

Available from:

**halfords**

**euro**  
CAR PARTS

**Parts Alliance**  
Local Service · National Strength

and most leading UK motor factors



With new 1.5-litre EcoBlue diesel under the bonnet, Ford is a decent high-speed cruiser



# Ford Focus Estate

**Practicality**

Boot (seats up/down)  
608/1,653 litres



**FIRST UK DRIVE** Does roomier load-carrier add up on UK roads?



**Richard Ingram**

Richard\_Ingram@dennis.co.uk  
@rsp\_ingram

**AE** ONE criticism of the old Ford Focus Estate was that it simply wasn't big enough. The boot, compromised by the standard car's dimensions, simply couldn't compete in such a space-focused class.

Keen to rectify its most obvious failing, the maker has stretched its C-segment family car in every direction to make it much more practical than before. In fact, the 608-litre boot is now just two litres shy of the class-leading Skoda Octavia Estate.

Fold the rear seats and you'll uncover a whopping 1,653-litre load bay. It's not as big or usable as the 1,740-litre space in the Skoda, but it trumps most other cars in this segment (including the Volkswagen Golf wagon), as well as Ford's Kuga SUV.

Space in the back of the new Focus Estate is generous enough. While it can't beat the Octavia in this regard, it's bigger and more accommodating than the VW. Our ST-Line test car had black headlining, however, which made it feel more cramped than the lighter fabric in Titanium models.

Fortunately, going for the sportier ST-Line trim doesn't significantly affect ride quality, which remains well damped even on our model's 17-inch wheels. Equipped with the new 1.5-litre EcoBlue diesel, this new Focus Estate is an excellent motorway car.

We'd still recommend low-mileage drivers go for one of the small-capacity

**"Boot isn't as big as an Octavia's, but trumps most rivals"**



**Dash is as well laid out as in hatch; rear is roomier than Golf's; Focus rides well**

petrol engines, but that diesel will undoubtedly appeal to high-mileage business users. Ford claims a WLTP-rated 76.3mpg and super-low CO<sub>2</sub> emissions of 97g/km. That puts the car in the 24 per cent Benefit in Kind (BiK) tax bracket, while a comparable Skoda sits one band higher.

Those numbers do come at the expense of performance, however. While on paper it looks punchy enough (0-62mph takes 10.3 seconds), you have to work the EcoBlue's six-speed gearbox to get the best out of it. The long gearing means you'll find yourself sitting in second or third around town, with sixth reserved almost exclusively for higher-speed motorway driving.

And yet the Focus Estate is as much fun to drive as the hatch on which it's based. The steering is sharp and the chassis feels just as agile, in spite of the added length.

## Essentials

### Ford Focus ST-Line Estate 1.5 TDCi EcoBlue

**Price:** £23,950

**Engine:** 1.5-litre 4cyl diesel

**Power/torque:** 118bhp/300Nm

**Transmission:** Six-speed manual, front-wheel drive

**0-62mph:** 10.3 seconds

**Top speed:** 120mph

**Economy:** 76.3mpg

**CO<sub>2</sub>:** 97g/km

**ONSALE Now**



**EQUIPMENT** SYNC 3 infotainment system comes as standard, but sat-nav is an extra. Luckily, Apple CarPlay and Android Auto are included. Sports seats with red stitching mark out ST-Line car



**PRACTICALITY** Criticism of the old model means new Focus Estate is huge inside. The 575-litre boot is beaten by the Skoda Octavia Estate, but not by much. ST-Line cars like ours get 17-inch alloys



Otis Clay



## Verdict

THE latest Ford Focus Estate improves immeasurably on its cramped and fundamentally flawed predecessor. It's big enough to compete with the very largest cars in its class, while matching them for low running costs and driver fun. If outright carrying capacity is your main priority, then a Skoda Octavia Estate is still the car to beat, however.







**John McIlroy**

John\_McIlroy@dennis.co.uk  
@johnmcilroy

**AE** THE UK accounts for a couple of thousand ultra-fast luxury SUVs every year – mostly Range Rover Sport SVRs, but also the likes of the Porsche Cayenne Turbo, BMW X5 M and Lamborghini Urus. Now there's a fresh face in the market: the Jeep Grand Cherokee Trackhawk.

Under this jumbo 4x4's bonnet is a 6.2-litre supercharged HEMI V8 engine producing a frankly-astounding 707bhp and 881Nm of torque. The Sport SVR manages 567bhp and 700Nm and even Lambo's first SUV has a mere 641bhp in comparison.

Performance sounds impressive to the point of being foreboding. The Trackhawk can reach 180mph and crack the 0-60mph dash in just 3.5 seconds. Straight-line acceleration really is its forte. The launch control button sits beside the gearlever; you put your foot on the brake, press the button, nail the throttle, slip your foot off the left-hand pedal – then hold on for dear life.

Performance off the line is right up there with modern supercars – and you're treated to a glorious cacophony of oily bits as the HEMI spools up as well. To start with it's mostly supercharger whine, but then there's a great V8 thud as accompaniment.

Mid-range punch is pretty astounding, too. Even if you take a motorway slip road on half-throttle, you could well glance in the rear-view mirror and see distant specks where there was once other traffic.

## Stopping

The Trackhawk can't do such a good job of defying the laws of physics when it comes to stopping or turning, mind. The huge Brembo brakes can tear off speed, but there will be a point during that process where you become acutely aware of the scale and weight of what you're playing with.

This is even more evident in corners, where the car stays admirably flat up to a point – but feels rather untidy all too quickly beyond it. The bumps and crests of British roads are too capable of unsettling it. Do that and you'll start to feel it lurching around and washing wide into understeer.

The steering is perhaps the Jeep's weakest point. It's light, uncommunicative and too vague around the straight ahead for a vehicle with this performance focus, and this slackness accentuates the feeling of weight transfer if you try to make rapid changes of direction on a B-road.

On the UK's awful roads the grandest Cherokee of all never really settles. There's a constant patter from beneath you, even when the system is, in theory, in its laziest and most comfort-orientated setting.

The revised eight-speed transmission is generally smart enough as an auto, and the more focused profiles in the 'Sport' and 'Track' settings are surprisingly usable. It's easy to flick into manual, too, but the aluminium shift paddles are too small and high to fit comfortably in the hand.

Elsewhere, the cabin can't quite live up to the £89,999 price tag – but it's not all bad. There's plenty of decent-quality leather, the switches all feel solid enough



# Jeep Grand Cherokee Trackhawk



**“It can crack the 0-60mph dash in just 3.5 seconds. Straight-line acceleration is its forte”**

and the central touchscreen infotainment system is excellent, with a crisp 8.4-inch display that's quick to respond.

There's no shortage of standard kit, either. Our left-hand-drive car wasn't quite in the final UK spec, but had heated and ventilated front seats, plus a heated steering wheel and rear seats. There's a seven-inch configurable driver display between the dials, carbon-fibre

trim and a powered tailgate, too. It's also practical; the boot capacity is 782 litres or 1,554 litres with the rear seats folded.

Jeep's biggest problem may be a relative shortage of personalisation options. Beyond paint colours and alloy wheel designs (our test car had £480 satin-black 21-inch rims), there's not a great deal you can do to make your Trackhawk different from the next.

## NEED TO KNOW

Shift paddles for the auto gearbox are uncomfortable to use because they're mounted too high behind the steering wheel. But top-quality leather is used for the upholstery and V8 packs a punch







Four-wheel drive means the Trackhawk is capable off road, but its acceleration on tarmac is the big news

## Essentials

### Jeep Grand Cherokee Trackhawk

<b>Price:</b>	£89,999
<b>Engine:</b>	6.2-litre supercharged V8
<b>Power/torque:</b>	707bhp/882Nm
<b>Transmission:</b>	Eight-speed automatic, four-wheel drive
<b>0-60mph:</b>	3.5 seconds
<b>Top speed:</b>	180mph
<b>Economy:</b>	16.8mpg
<b>CO<sub>2</sub>:</b>	385g/km

**ONSALE Now**



Pete Gibson

**EQUIPMENT** Trackhawk brings lots of standard kit, including driving-focused infotainment features such as the 'Performance Apps'; they allow you to access a wide range of vehicle and dynamic data from the touchscreen



**PRACTICALITY** Packaging is pretty decent; there's room in the back for a couple of adults (or three for a short journey) and the boot is comfortably larger than a Range Rover Sport SVR's, with 782 litres of capacity on offer

## Auto Express Verdict

IT'S great that cars such as the Jeep Grand Cherokee Trackhawk still exist. Yet it's a Top Trumps card, really, with phenomenal on-paper pace that you'd need brave pills to match in reality. For us, a Range Rover Sport SVR is a more sensible choice – but then, you could argue that sensible doesn't really exist in the Trackhawk's target market.



## Coming soon



### CITROEN C4 LATE 2019

FRENCH firm will ditch quirky C4 Cactus and return with a more conventional rival for the VW Golf and Ford Focus late next year.

<b>SUPERMINIS</b>			
Peugeot 208	early 2019	Mercedes-Maybach SUV	2019
Renault Clio	2019	MINI small SUV	2021
Vauxhall Corsa	2019	Mitsubishi Outlander	2020
		Nissan Juke	2019
<b>FAMILY CARS</b>		Nissan Qashqai	2020
Audi A3	late 2019	Peugeot 2008	2019
Audi A4 facelift	summer	Peugeot 4008	2020
Audi A6 Allroad	2019	Porsche Cayenne Coupé	2019
BMW 1 Series	mid 2019	Range Rover Evoque	early 2019
Citroen C4	late 2019	Range Rover SV Coupé	2019
Ford Focus Active	2019	Range Rover Velar SVR	2019
Kia ProCeed	early 2019	Skoda coupé-SUV	2019
Mazda 3	2019	Skoda Karoq vRS	2019
Mercedes A-Class Saloon	early 2019	Skoda small SUV	late 2019
Mercedes B-Class	2019	SsangYong XAV	2019
Mercedes C-Class	2021	SsangYong Korando	2019
Mercedes CLA	mid 2019	Toyota RAV4	2019
Mercedes E-Class facelift	2019	Vauxhall Mokka X	late 2019
Peugeot 508 SW	2019	Volkswagen T-Cross	early 2019
SEAT Leon	late 2019	Volkswagen T-Roc R	mid 2019
Skoda Octavia	2020		
Skoda Scala	early 2019	<b>PICK-UPS</b>	
Skoda Superb facelift	2019	Ford Ranger Raptor	2019
Toyota Prius facelift	early 2019	Jeep pick-up	2020
Toyota Camry	mid 2019	Renault Alaskan	2019
Toyota Corolla	2019		
Vauxhall Astra facelift	late 2019	<b>CABRIOLETS</b>	
Volkswagen Arteon shooting brake	2019	Bentley Continental GTC	2019
Volkswagen Golf Mk8	2019	BMW 8 Series Convertible	2019
Volvo S60	early 2019	McLaren 720S Spider	2019
Volvo V40	2020	Maserati Alfieri Cabrio	2020
Volvo V60 Cross Country	spring	TVR Griffith convertible	2020
		Volkswagen T-Roc Cabriolet	2020
<b>SPORTS CARS</b>			
Alfa Romeo GTV	2020	<b>LUXURY CARS</b>	
Alfa Romeo 8C	2020	BMW 8 Series Gran Coupé	2019
Aston Martin Valkyrie	2019	Infiniti Q80	2019
Aston Martin 488 GTB rival	2020	Lexus LFC	2020
Audi A9	2019	Maserati Quattroporte	2020
Audi TT	2020	Mercedes S-Class	2020
BMW 4 Series	2019	Rolls-Royce Ghost	2019
BMW M3	2020		
BMW M8	2019	<b>ELECTRIC/PLUG-IN/FUEL CELL</b>	
Ford Focus ST	late 2019	Audi e-tron	early 2019
Honda S2000	2019	Audi e-tron Sportback	2020
Hyundai i20 N	2019	Audi e-tron GT	2020
Hyundai i30 Fastback N	early 2019	Audi Q3 e-tron	2020
Jaguar XE SVR	2019	Bentley EV	2020
Lexus LC F	2019	BMW i4	2021
Maserati Alfieri	2020	BMW iX3	2019
McLaren Speedtail	late 2019	BMW i large SUV	2021
Mercedes-AMG A 45	mid 2019	Citroen C4 EV	2020
MINI GP	2019	Citroen C5 Aircross PHEV	late 2019
Porsche 911	early 2019	Dacia EV	2020
Toyota Supra	2019	DS 3 Crossback EV	2019
TVR Griffith	2019	Ford Mustang hybrid	2020
		Honda Clarity	2022
<b>SUVS</b>		Honda Urban EV	late 2019
Alfa Romeo small SUV	2020	Jeep Renegade EV	2021
Alfa Romeo large SUV	2019	Kia Soul EV	late 2019
Aston Martin DBX	late 2019	Kia Stonic hybrid	2019
Audi Q4	2019	Kia e-Niro	2019
Audi RS Q5	2019	Lexus EV	2020
Audi SQ2	early 2019	McLaren EV	2023
Audi SQ8	2019	Mercedes EQC	2019
Bentley Bentayga Speed	mid 2019	Mercedes-AMG One	2019
BMW X3 M	mid 2019	MINI EV	2019
BMW X6	2019	Nissan Leaf Nismo	2019
BMW X7	early 2019	Peugeot 208 EV	2020
Citroen C5 Aircross	early 2019	Polestar 1	2019
DS 3 Crossback	2019	Polestar 2	late 2019
Ford Kuga	2020	Porsche Taycan	2019
Hyundai Kona N	2019	Porsche Mission E Cross Turismo	2020
Infiniti QX50	2019	SEAT EV	2020
Jaguar F-Pace SVR	2019	Skoda Vision E	2020
Jeep baby SUV	2019	Tesla Model 3	2019
Jeep Cherokee	2020	Tesla Pick-up	2019
Jeep Grand Wagoneer	2020	Tesla Roadster	2020
Kia Ceed SUV	2019	Tesla Model Y	2020
Land Rover Defender	2020	Tesla Golf rival	2023
Maserati small SUV	2020	Vauxhall Corsa EV	2020
Mercedes GLA	2019	Volkswagen I.D. hatchback	2020
Mercedes GLB	2019	Volkswagen I.D. Crozz SUV	2020
Mercedes GLE	early 2019	Volkswagen I.D. Scirocco	2020
Mercedes GLS	2019	Volkswagen I.D. Microbus	2022
		Volkswagen Phaeton EV	2022

**First Drive** Our verdict on the grandest Cherokee of all



**Have your say: What is your car like to own?**  
www.autoexpress.co.uk/driver-power





## Testers' notes

"The 500X comes in a choice of specifications. Urban Look is only available with the older 1.6-litre non-turbo petrol engine, while the Cross Look tested here is likely to be more popular because it's offered with the 1.0 and 1.3-litre turbo units."



**Sean Carson** Chief reviewer



## Fiat 500X Cross Look 1.0 FireFly Turbo City Cross

**Price:** £18,995

**Engine:** 1.0-litre 3cyl turbo, 118bhp

**0-60mph:** 9.9 seconds

**Test economy:** 37.1mpg/8.2mpl

**CO<sub>2</sub>:** 133g/km **Annual road tax:** £140



**52 AUDI A6 AVANT**  
Four-wheel-drive estate joins fleet at ideal time to load up for winter.



**55 NISSAN LEAF**  
Does competition winner love his electric car as much we love ours?

**57 MAZDA 6**  
Retro fit of CarPlay and Android Auto gives big saloon an audio boost.



# The X factor?

We see if new turbo engine and fresh tech have given Fiat's 500X the edge against small SUVs from Renault and SEAT

Pictures: Otis Clay



**AE** DOWNSIZED petrol turbo engines have changed the face of the small SUV market, and Fiat's 500X has been missing out on this technology next to its rivals. However, the Italian brand has been working feverishly to rectify the situation with this updated version of its retro-styled 500X.

There are some design tweaks that ape the firm's 500 city car, but the big news here is the fresh 1.0-litre three-cylinder turbo petrol. This should make the 500X more competitive against rivals that have boasted similar units from the start.

Just like the little Fiat, those competitors are focused on design and, for the purposes of this test, come in the form

of the updated Renault Captur and the SEAT Arona. Both SUVs promise efficiency, strong infotainment technology and features that make living with a car that little bit easier. So that's exactly what the 500X has got to live up to.

Customisation is also an increasingly important factor in this sector, and the design of each model lends itself well to adding a personal element to the specification.

The winner will have to match its style with sufficient substance, then, because buyers in this class have exacting standards and want ability in many areas. So which should find favour if you're in the market for a small petrol SUV?



## Renault Captur TCe 90 GT Line

**Price:** £18,725  
**Engine:** 900cc 3cyl turbo, 89bhp  
**0-60mph:** 13.5 seconds  
**Test economy:** 38.2mpg/8.4mpl  
**CO<sub>2</sub>:** 122g/km **Annual road tax:** £140



## SEAT Arona 1.0 TSI 115 FR

**Price:** £20,165  
**Engine:** 1.0-litre 3cyl turbo, 113bhp  
**0-60mph:** 9.0 seconds  
**Test economy:** 41.4mpg/9.1mpl  
**CO<sub>2</sub>:** 114g/km **Annual road tax:** £140





## MODEL TESTED: Fiat 500X Cross Look 1.0 FireFly Turbo City Cross

PRICE: £18,995 ENGINE: 1.0-litre 3cyl, 118bhp

**AE** FIAT is hoping this mid-life update will reinvigorate sales of its 500X in this ultra-competitive class, thanks to a fresh engine line-up, some cosmetic tweaks and new kit. We're testing the Cross Look model with the 1.0-litre petrol turbo triple in City Cross trim. Prices start from £18,995.

## Design & engineering

THE 500X takes the retro design cues from Fiat's 500 city car and upscales them for the compact SUV, so the new LED running lights and 'hollow' tail-lamps will be familiar. Yet it's what's under the skin that's more newsworthy.

That's because the 500X is now available with a 118bhp 1.0-litre three-cylinder turbo petrol engine that gives more easily accessible performance and improved efficiency. It's linked to a manual box that sends power to the front wheels; unlike some other small SUVs, there is no four-wheel-drive option here.

The platform on which the car is based is the same as before, with minimal changes to the set-up. The engine tech, extra connectivity and an improvement in the safety functions on offer are the real story.

There's a 3D sat-nav system by TomTom, while CarPlay and Android Auto are now standard, so you don't need to spend £250 on the navigation option if you're an Apple or Android smartphone user.

More driver assistance functions also feature, including traffic sign recognition and lane assist on all models. You can upgrade this with autonomous braking, blind spot alert and adaptive cruise.

Quality still isn't the 500X's strongest suit, though. The design could be better ergonomically, despite claimed improvements from Fiat. Materials are okay, but are no match in particular for the SEAT, which feels worth the extra compared with its rivals here.

## Driving

WE'LL start with the engine, which is an improvement on that of the old 500X. With 118bhp and 190Nm of torque, it feels relatively punchy. The Fiat managed to dip just under the 10-second barrier from 0-60mph in our performance tests, taking 9.9 seconds, but it was hampered by its not-so-nice clutch action and crunchy gearchange when switching ratios quickly.

However, as long as you don't ask too much of the car's powertrain, it's acceptable. The low-down torque means it pulls well after an initial snatch and then hesitation on the throttle sometimes.

Its flexibility was highlighted by strong in-gear times. The 500X was faster than the Arona from 50 to 70mph in fifth and sixth, taking 9.0 and 11.7 seconds respectively, compared with 9.4 and 13.1 seconds for the SEAT, but then the Fiat is helped by its shorter gearing. Yet its higher cruising revs don't hurt refinement, because the 1.0 unit is quiet and smooth.

What's not so refined is the ride. While it doesn't crash over bumps, the chassis never feels settled and much more movement is transmitted through the suspension, jostling the body and occupants around.

This obviously affects comfort on the move, even on flatter A-roads and motorways, where the 500X's damping doesn't ever really smooth out, but it also has an impact on how the car handles. As a result of the bobbling ride and lack of filtration from the

suspension, the 500X isn't as stable in corners as the SEAT. While there's enough grip, the steering doesn't give you much of a sense of this. It feels resistant when applying lock round the straight-ahead, but too eager to spring back to the centre when you have lock on.

## Practicality

ALTHOUGH the 350 litres of boot space should be adequate for most buyers' needs most of the time, the Fiat's load bay is still the smallest of the three.

Practicality is acceptable, however, and the sloping roofline at the rear doesn't hurt interior space too badly, either. There's not quite as much rear legroom as in the SEAT, but it feels more spacious than the Captur. Headroom is good as well.

You get a similar sensation in the front seats, and the windscreen feels quite far away, so the 500X seems roomy. The big dashboard does dominate the cabin, however, and we feel the space could have been used more effectively here, because storage is merely acceptable rather than great. Anything more than a phone and a wallet could cause a problem, but at least the door bins are sizeable, with enough space for a big bottle.

## Ownership

FIAT finished 23rd out of 26 in the makers' chart of our Driver Power 2018 satisfaction survey, but this still wasn't the worst of the three manufacturers here, because Renault came one position lower.

With a three-year, 60,000-mile warranty, the Italian SUV matches its rivals, although it trails their safety scores. When the 500X was originally crash tested in 2015 by Euro NCAP, it only achieved a four-star rating. Autonomous braking isn't standard and comes as part of a £650 pack that also adds blind spot monitoring. However, lane-keep assist is included.

## Running costs

A DOWNSIZED turbocharged petrol engine has to deliver economy, because this will be a big factor in buyers' decisions, and while the Fiat's result of 37.1mpg on test was good, it still wasn't as frugal as its rivals'.

The Captur achieved a little more, at 38.2mpg, while the Arona managed the best result during the test, at 41.4mpg. Both these cars are significantly lighter, which will have counted against the 500X here. As a result, the Fiat will cost you £1,850 in fuel over a year's driving (based on an annual mileage of 12,000 miles), compared with £1,797 and £1,658 for the Renault and SEAT respectively.

## Testers' notes

"This new 1.0-litre turbo petrol engine is a big improvement. It's a good job, because there's no diesel option available in the updated 500X range. SEAT and Renault do offer diesels."



Sam Naylor Senior reviewer

score  
3.8

score  
3.7

### Running costs

37.1mpg (on test)  
£60 fill-up/£140 or 27% tax

### Practicality

Boot (seats up/down)  
350/1,000 litres

### Performance

0-60mph/top speed  
9.9 seconds/117mph

### Braking

70-0/60-0/30-0mph  
43.8/32.0/8.5m

# Fiat 500X

Have new engine and design tweak made



Rear headroom is generous; Fiat isn't as stable as SEAT in bends





**On the road**

New 1.0-litre turbo is punchy, but the ride is unsettled, even over smooth road surfaces

**THROUGH THE RANGE****Which trim level might suit you?**

THERE are two main 500X options to pick from initially: Urban Look and Cross Look. Go for the Cross Look with this 118bhp 1.0 turbo engine and you can choose between the City Cross trim level and the Cross Plus.

With a £2,000 deposit on a three-year PCP finance deal limited to 10,000 miles a year, you'll pay £271 a month for a City Cross model – helped by a £750 deposit contribution from Fiat. It brings a seven-inch touchscreen with CarPlay and Android Auto, climate and cruise control, parking sensors, lane assist and 17-inch alloys.

Top-spec Cross Plus trim has 3D sat-nav built in, the LED pack (LED headlights and interior ambient lighting), a reversing camera and larger 18-inch alloy wheels for £290 a month. The deposit contribution rises to £1,250 for the range-topping trim.

**Our choice:**

500X Cross Look 1.0 T City Cross

NEXT CAR →

de stylish SUV a champion?

**Interior**

With the seats in place, boot has a 350-litre capacity. It's the smallest on test, but should be enough for families



Retro-styled dash dominates cabin and eats into storage space. Material quality trails rivals', too, but it does feel roomy



Short gearing helps acceleration, but the action can become crunchy if it's rushed



Colour display in the central speedo dial shows useful info such as speed limits





### MODEL TESTED: Renault Captur TCe 90 GT Line

**PRICE:** £18,725 **ENGINE:** 1.0-litre 3cyl, 89bhp

**AE** THE Captur is a compact and stylish SUV that, with this downsized petrol engine we're testing, is a car the 500X will have to beat. Prices start from £18,725 for this top-spec TCe 90 GT Line model, so it's more affordable than the Fiat.

## Design & engineering

LIKE the 500X, the Renault Captur places plenty of its focus on style, and that's where the majority of its 2018 updates feature, both inside and outside.

The changes are subtle, but the tweaked styling gives this version of the Captur a more rugged and sporty look. There's a new trim structure, too, with the range-topping GT Line we're testing replacing the previous Signature X Nav model.

Much of the Captur's engineering is shared with the firm's Clio supermini, including its Renault B platform, only it's been raised up here to give the car an off-road look.

The TCe 90 engine is also shared with the Clio. Renault has recently discontinued the 1.2-litre TCe 120, so this less powerful 89bhp 0.9-litre three-cylinder turbo petrol is the only choice. While it's down on power to the tune of 29bhp compared with the Fiat, you get more kit. And in day-to-day use, this could matter more to potential buyers.

Top-spec GT Line trim brings parking sensors to match the Fiat and SEAT, but also a reversing camera is fitted as standard. It's an option on the 500X and not available on the FR-spec Arona.

In addition, the Renault features an acceptable level of kit, heated leather seats, LED lights and keyless entry. All three cars have climate and cruise control.

## Driving

THAT power deficit to its rivals is noticeable once you're under way, because the Captur feels gutless – not just in comparison with its more pokey competitors here, but just generally lacking grunt.

Our performance data proves this, because the Renault took 13.5 seconds to accelerate from 0-60mph at the track. This was 3.6 seconds slower than the Fiat and 4.5 seconds behind the SEAT.

It also took a yawning 21.2 seconds to go between 50 and 70mph in top gear, which in this Captur is only fifth. While its rivals both use six-speed manual transmissions, the Renault makes do with five ratios to cover a similar speed range, which partly explains its performance deficit.

The other reason is the TCe unit's lower 140Nm torque output. This also comes in higher in the rev range than in its rivals, at 2,250rpm, which means you have to work the motor harder.

It's not the only frustrating element of the package, because the ride breaks down all too easily with the surface. Pock-marked roads make up plenty of the UK network in towns and the countryside, so the Captur's inconsistencies mean you won't know whether to expect a wallowing soft response or a crashing thud.

The Renault feels soft and rolls even at medium speeds through corners, but there's very little compliance in the dampers to soak up inputs in bends; it doesn't feel anywhere near as stable or as composed as the SEAT, while the Fiat seems

more dynamically capable despite the fact the Renault is better resolved on the motorway, because its chassis is upset less. Refinement is at least okay, even if you have to rev that engine relatively hard due to its power deficit. You have to work the transmission, too, and it's not the sweetest shift action, either. The Arona's gearbox is much better.

## Practicality

THE Captur's footprint is smaller than the 500X's, but there's more boot space on offer, at 377 litres – beating the Fiat by 27 litres. However, room in the back isn't so great. The tall roofline gives plenty of headroom, but taller passengers will struggle for legroom in the rear.

The cabin layout is about as practical as the Fiat's. There's acceptable storage in the front, with average-sized door bins and some elasticated straps fitted on to the rear of the front seats, which are a neat solution for holding bits and bobs.

## Ownership

RENAULT recorded a worse finish than Fiat in Driver Power 2018, coming 24th in the makers' standings. It's not a great result for the company, which was marked down in the twenties in every category but one.

Its dealers were rated similarly poorly, ranking 27th and bottom of the table. For reference, Fiat's garages finished in 15th, while SEAT's official network came 23rd according to your experiences with the different manufacturers.

At least things look up when it comes to safety, because the Renault went one better than the Fiat in its Euro NCAP crash tests and scored a full five-star crash test rating. However, this was in 2013, two years before the original 500X was rated.

The car comes with six airbags and blind spot warning, but autonomous braking isn't available. At least there are parking sensors and a reversing camera to make it easier when manoeuvring.

## Running costs

THE Renault splits its rivals here with its 122g/km CO<sub>2</sub> emissions. The Fiat produces 133g/km and the SEAT 114g/km.

This puts the three cars in the 25, 27 and 23 per cent Benefit-in-Kind tax brackets respectively, but because the Captur is the cheapest choice, business users will pay just £925 in company car tax for this model if they're a lower-rate earner.

This compares with £8 less for the more efficient Arona, while the 500X will set you back £1,012 in company car tax contributions.

## Testers' notes

"Along with slimming the engine line-up, Renault has simplified the options available; metallic paint is the only choice you'll have to make, because a contrasting roof comes as standard anyway."



**Sean Carson** Chief reviewer

score  
**3.7**

score  
**3.7**

score  
**3.3**

score  
**3.6**

score  
**3.9**



### Running costs

38.2mpg (on test)  
£57 fill-up/£140 or 25% tax



### Practicality

Boot (seats up/down)  
377/1,235 litres



### Performance

0-60mph/top speed  
13.5 seconds/106mph



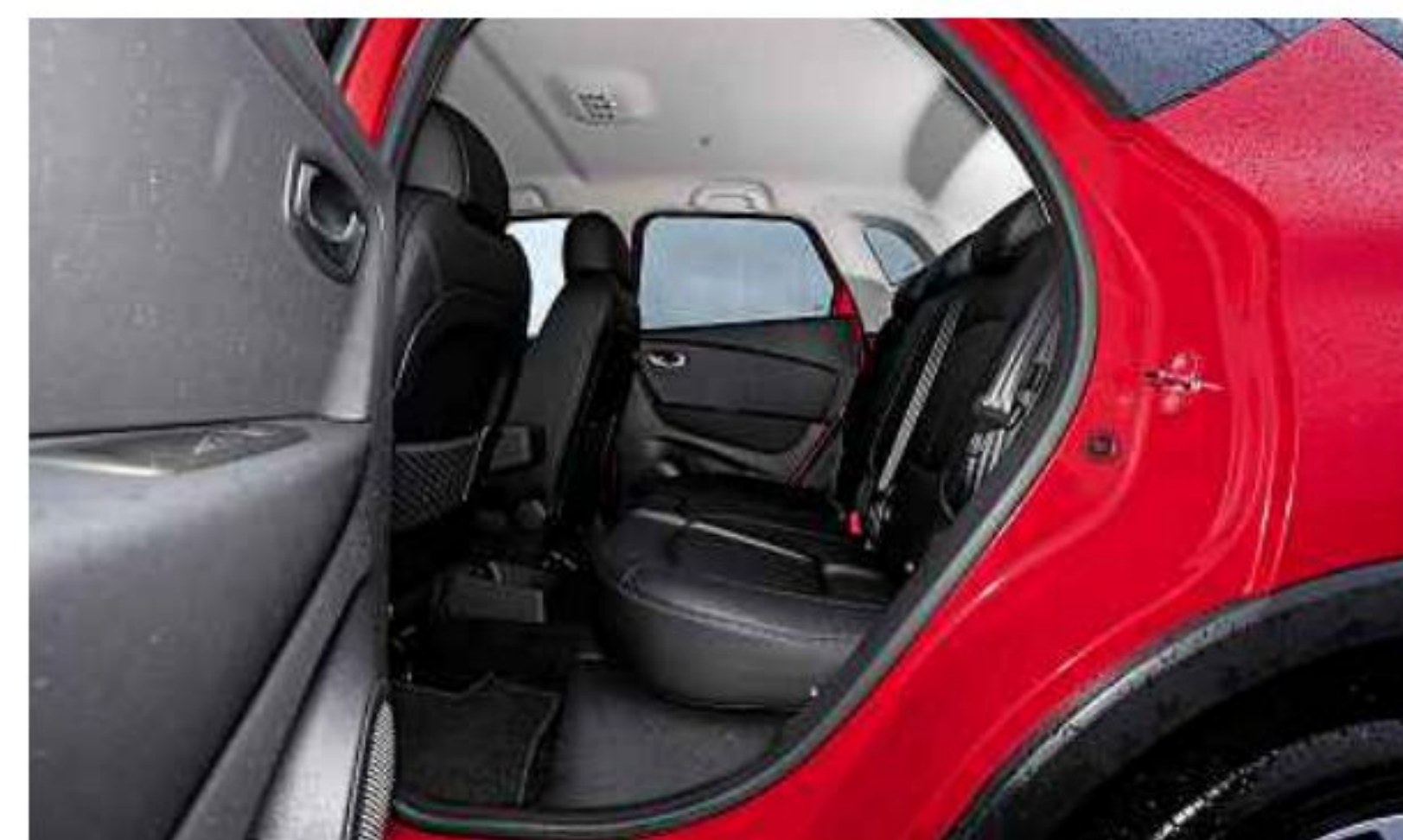
### Braking

70-0/60-0/30-0mph  
50.6/37.8/9.6m



# Renault Ca

French crossover has also been revised, a



Captur can't match the Fiat for legroom, and rolls in corners





**On the road**

Renault's ride is inconsistent, and you have to work engine hard to compensate for torque shortfall

**THROUGH THE RANGE****Which trim level might suit you?**

THERE'S a choice of three trim levels with this TCe 90 engine, from Play to Iconic and this top-spec GT Line. Play offers cruise control, air-conditioning, Renault's R&Go app for smartphones, automatic lights, 16-inch alloys, DAB radio and Bluetooth.

Put down a £2,000 deposit on a three-year PCP limited to 10,000 miles annually (Renault will throw in £1,837), and this Captur will cost you £195 per month.

Step up to Iconic trim for climate control, sat-nav with a seven-inch touchscreen, parking sensors and 17-inch alloys. This will cost you £246 on the same terms; the deposit contribution drops to £866.

Range-topping GT Line spec comes in at £282 per month. This features blind spot warning, hands-free parking, a reversing camera and LED headlights as standard.

**Our choice:**

Captur TCe 90 Iconic

NEXT CAR →

# ptur

and is the cheapest car on test

**Practicality**

When rear seats are in place, Captur's boot is 27 litres larger than Fiat's, with a capacity of 377 litres



Cabin materials trump the Fiat's, while the storage space is adequate. Our GT Line has a reversing camera as standard



While rivals get a six-speed box, Captur's performance is held back by its five ratios



Renault's digital speedometer is flanked by analogue rev counter and fuel gauge





### MODEL TESTED: SEAT Arona 1.0 TSI 115 FR

**PRICE:** £20,165 **ENGINE:** 1.0-litre 3cyl, 113bhp

**AE** SEAT'S Arona is one of the sportier small SUVs on sale, but it matches up to the 500X for its focus on style, as well as for performance with the 1.0 TSI 115 model we're testing here. However, in FR trim it starts from £20,165, so is £1,170 more expensive than the Fiat. Is it worth the extra?

## Design & engineering

THE Arona arrived last year and over the past 12 months has cemented itself as one of our favourite small SUVs for a number of reasons. SEAT's MQB chassis is still one of the best in the business. It's a modular platform that uses the same MacPherson-strut front suspension and torsion-beam rear layout as its rivals, but it's clear the SEAT is better set up, as we'll see.

The engine is also part of why the package is so good. It's a 1.0-litre three-cylinder turbocharged petrol unit with 113bhp and 200Nm of torque. This last figure is important, because it's the most here, beating the Fiat by 10Nm and the Renault by 60Nm. It's paired with a six-speed manual box that sends power to the front; there's no four-wheel drive.

And there's another area where the SEAT rivals the Fiat and Renault. Striking styling and sharp lines are complemented by bold paint colours – metallic is standard, but a £550 option on both of its rivals – and contrasting roofs. The silver blade that runs from the C-pillar under the windows and the 'X' graphic boost its visual impact.

It's backed up by the engineering underneath, but there's also quality to justify the higher price tag.

The SEAT's materials are plusher compared with its rivals' cabins. There's a good level of kit, too. Parking sensors, sat-nav, CarPlay and Android Auto are all standard, as are DAB, connected services, LED lights, climate and cruise control and autonomous braking.

However, due to the way SEAT has structured the Arona range, there are very few options, so you won't be able to add features such as a reversing camera, or any extra safety technology.

In fact, a space-saver spare wheel (£105) and a body-coloured roof (no cost) are the only real choices.

## Driving

ONLY a few miles behind the wheel are enough to confirm that the Arona is, by some margin, the best car to drive here. And its advantage comes from every area.

The engine is punchier and smoother. It took 9.0 seconds to accelerate from 0-60mph, 0.9 seconds faster than the more powerful but heavier Fiat and 4.5 seconds quicker than the Captur. Thanks to the Arona's taller ratios, it wasn't quite as fast as the Fiat in gear, but the SEAT almost matched the 500X, although it's more refined on the motorway.

That's helped by the ride. Despite the Spanish model's sportier focus, the dampers are more compliant, with a plusher feel. The body is less prone to movement over bumps and the forces thrown back at the suspension by a pothole are better controlled here, for example. It feels less busy and smoother than both the cars it's up against.

However, the Arona's greatest trick is that it's also more agile and responsive. The steering is more accurate, the car rolls less and there's more grip. Not

many small SUVs are that rewarding to drive, but the Arona makes a genuine stab at driver enjoyment, yet it doesn't compromise much in other areas.

The gearshift is a great example of this: it feels more mechanical than the action in the SEAT's rivals, so you enjoy the process. But the gearlever is also light and easy to use around town.

## Practicality

DESPITE its more compact footprint compared with the Fiat, the SEAT has a bigger boot, at 400 litres. However, this extra load space over the 500X doesn't compromise room in the rear, because there's a good level of legroom. The high roofline means even taller passengers won't brush their heads inside.

The front of the cabin doesn't feel as compromised as either the Fiat or the Renault as well. It's more spacious, the driving position is more natural and forward visibility is also better. Rear visibility is about the same as its rivals'.

There's more smart use of space inside, too. For example, the slot in front of the gearlever for your mobile phone makes use of what would otherwise be redundant space. The rest of the cabin storage is roughly on par with the 500X and Captur, including the big bin between the front seats.

## Ownership

THE Arona's five-star Euro NCAP crash test result means it's the only car of this trio to score a full rating under the newer testing regime; the Captur was assessed in 2013 when the standards weren't quite as rigorous.

You get six airbags and autonomous braking as standard, which is a solid level of kit because its rivals don't feature the latter. But you can't add extra protection such as blind spot or lane-keep assist.

## Running costs

MANY people in this class buy on PCP finance, and you can see the relative deals on offer for each model in our Through the Range panels. If you're a cash buyer then depreciation will be a big factor when it comes to running costs, and the Arona is stronger here.

Our experts predict the SEAT will retain 45.1 per cent of its list price – or £9,100 – over three years or 36,000 miles. The Fiat and Renault are relatively evenly matched, holding on to 38.2 and 38.0 per cent respectively, which means residual values of £7,250 and £7,123 after the same ownership period.

Even though the Arona is pricier to buy initially, it'll lose less so will be worth more than its rivals.

## Testers' notes

"FR trim gets four different driving modes: Normal, Sport, Eco and Individual. The first three adjust the throttle and steering response, while the latter allows you to choose your own set-up."



**Sam Naylor** Senior reviewer



### Running costs

41.4mpg (on test)  
£50 fill-up/£140 or 23% tax



### Practicality

Boot (seats up/down)  
400 litres/N/A



### Performance

0-60mph/top speed  
9.0 seconds/113mph



### Braking

70-0/60-0/30-0mph  
51.6/35.1/8.2m



# SEAT Arona

Sporty small SUV is one of our class favorites



Headroom is generous in rear, and Arona is enjoyable to drive







**On the road**  
Engine is punchy and the dampers have the most plush feel of all the cars on test

## THROUGH THE RANGE

Which trim level might suit you?

THIS 1.0 TSI 115 engine and manual gearbox combination is available on four trim levels in the Arona range. Put down a £2,000 deposit to match its rivals and in this FR guise it'll cost you £298 per month, helped by a £1,250 deposit contribution.

This gets all the kit you need, but stepping up to FR Sport adds 18-inch alloys and a digital dash panel for £317 per month.

The FR trims are one channel of the Arona range; the other is Xcellence and Xcellence Lux. The former costs £327 a month and features the same level of kit as FR, but with different trim, keyless operation, adaptive cruise, comfort suspension, blind spot detection and cross traffic alert.

Lux adds park assist, a leather dash, front parking sensors and a rear-view camera at a cost of £343 per month.

### Our choice:

Arona 1.0 TSI 115 FR

INFOTAINMENT, FIGURES & RESULTS →

All offers and finance prices correct at time of going to press

a  
urites, and puts up a strong challenge

**Practicality**  
SEAT combines neat use of space in cabin with the biggest boot on test when rear seats are up



Spanish car has the best material quality of this trio, and standard equipment is generous, but there aren't many options



Gearshift has a mechanical but light feel, and is good to use in town or on open road



Sporty analogue dials sit either side of small digital display showing a raft of driving info



# Infotainment

Which multimedia system is best for music, sat-nav & connectivity?

## Fiat 500X

**3D Navigation** £250 option  
**Key features:** CarPlay, Android Auto

score  
**3.8**

FIAT has improved its infotainment, but it's still not the best. The angle of the seven-inch screen and its placement in the dash could be more user-friendly, while the graphics aren't as bright as the SEAT's.

The Uconnect system can be frustrating to use, so employing the smartphone tech might be a better bet; both CarPlay and Android Auto are standard. That's a benefit, because it gives you nav through your device. Without it, you'd have to spend £250 extra on the Fiat system, which isn't the easiest to programme.

On paper there's plenty of functionality, but in practice it frustrates and is hard to use, often not responding to your inputs. It's easy to hit the wrong option, because the projected buttons are small and fiddly in areas. A reversing camera is a £200 extra and is handy. It's standard on the GT Line Captur, but not available on FR-spec Aronas.



**Display** Placing and angle of screen could be better, and sat-nav is an option, but set-up includes Apple CarPlay, Android Auto and DAB. The system can be tricky to use

### FOR AND AGAINST

- ➕ CarPlay and Android Auto standard, reversing camera an affordable option
- ➖ Nav not standard, system frustrating to use, screen placement and resolution

## Renault Captur

**R-Link** Standard  
**Key features:** Nav, reversing camera

score  
**3.8**

THE seven-inch touchscreen sat-nav system comes as standard on GT Line models as part of the Tech Pack; this is an option on mid-spec Iconic, but standard here.

You get TomTom mapping, which is clear and comes with three years' live traffic info, plus DAB and Bluetooth. The system works well and is responsive, but the graphics are a little crude compared with the SEAT's. While this means the set-up doesn't get overloaded frequently, it's not the smoothest or smartest system. There is good functionality; it just misses out on the latest phone tech of its rivals. Only Android Auto is supported.

The reversing camera displays well enough, so it's easy to see what's behind you when moving backwards, but other than that the system isn't as versatile or as easy to use as the Arona's. It does beat the 500X when it comes to menu logic and how they're laid out, though.



**Screen** Navigation, Bluetooth, Android Auto and DAB radio are included, although there's no Apple CarPlay. Set-up works well; it's just not as good as the Arona's

### FOR AND AGAINST

- ➕ Satellite navigation standard, reversing camera included, Android Auto fitted
- ➖ No Apple CarPlay, low-res graphics, sometimes not that quick to respond

## SEAT Arona

**Connectivity Pack Plus** Standard  
**Key features:** Nav, connectivity

score  
**4.1**

FR trim gets SEAT's Connectivity Pack Plus. This consists of an eight-inch glossy touchscreen that features built-in sat-nav, as well as DAB radio and Bluetooth for phone calls and music streaming. Also fitted as standard is the brand's Full Link system, which includes Apple CarPlay and Android Auto, offering great smartphone connectivity. Wireless charging is included as well.

The Apple and Android packages incorporate your phone's functions nicely and arguably offer even better provision for satellite navigation than the SEAT system.

On the whole the set-up is easy to use, but the shiny screen does catch reflections and with nowhere to anchor your hand, it can be difficult to use the display on the move over bumpy tarmac. However, it's an accomplished system and these are quite minor criticisms when you compare it with rivals'. It's by far the best offering here.






**Infotainment** Sat-nav, DAB radio and full smartphone connectivity are standard. SEAT's system works well and has plenty of features, with only some minor drawbacks

### FOR AND AGAINST

- ➕ Great smartphone connectivity, large screen, bright, clear graphics
- ➖ Glossy display shows reflections and picks up fingerprints easily



# Figures

	SEAT Arona 1.0 TSI 115 FR		Fiat 500X Cross Look 1.0 FireFly Turbo City Cross		Renault Captur TCe 90 GT Line	
On the road price/total as tested	£20,165/£20,165	<b>RESIDUAL VALUES</b> PRIVATE buyers will benefit from the Arona's stronger predicted residual values. It'll lose the least despite costing the most initially.	£18,995/£22,100		£18,725/£18,300	<b>PRICE</b> CAPTUR has price on its side, but with only one engine choice you'll have to make do with less power and performance.
Residual value (after 3yrs/36,000)	£9,100/45.1%		£7,250/38.2%		£7,123/38.0%	
Depreciation	£11,065		£11,745		£11,602	
Annual tax liability std/higher rate	£917/£1,835		£1,012/£2,023		£925/£1,851	
Annual fuel cost (12k/20k miles)	£1,658/£2,763		£1,850/£3,083		£1,797/£2,994	
Insurance group/quote/VED	12/£411/£140		10/£417/£140		9/£357/£140	
Cost of servicing	£18 per month (2yrs)		£69 per service		£299 (3yrs)	
Length/wheelbase	4,138/2,566mm	<b>BIGGEST BOOT</b> A 400-litre boot edges the SEAT ahead of its rivals when it comes to load space. However, even the smaller Fiat is adequate for most day-to-day tasks.	4,269/2,570mm		4,122/2,606mm	
Height/width	1,543/1,780mm		1,595/1,796mm		1,566/1,778mm	
Engine	3cyl in-line/999cc		3cyl in-line/999cc		3cyl in-line/898cc	
Peak power/revs	113/5,000 bhp/rpm		118/5,750 bhp/rpm		89/5,500 bhp/rpm	
Peak torque/revs	200/2,000 Nm/rpm		190/1,750 Nm/rpm		140/2,250 Nm/rpm	
Transmission	6-speed man/fwd		6-speed man/fwd		5-speed man/fwd	<b>DRIVER POWER</b> OWNERS ranked Renault low down the table in our 2018 satisfaction survey; its dealers fared even worse, finishing bottom.
Fuel tank capacity/spare wheel	40 litres/£105		48 litres/£100		45 litres/repair kit	
Boot capacity (seats up/down)	400 litres/N/A		350/1,000 litres		377/1,235 litres	
Kerbweight/payload/towing weight	1,189/521/1,200kg		1,320/N/A/1,000kg		1,173/486/900kg	
Turning circle	10.6 metres		11.5 metres		11.3 metres	
Basic warranty (miles)/recovery	3yrs (60,000)/2yrs		3yrs (60,000)/1yr		3yrs (60,000)/3yrs	
Driver Power manufacturer/dealer pos.	14th/23rd		23rd/15th		24th/27th	
NCAP: Adult/child/ped./assist/stars	95/80/77/60/5 (2017)	<b>NCAP RATING</b> ARONA scored a full five-star rating in crash tests. It's the only car to get autonomous braking fitted as standard, which is a bonus.	86/85/74/64/4 (2015)		88/79/61/81/5 (2013)	<b>ACCELERATION</b> YOU can feel the Renault's power deficit. It was the slowest car in our performance tests by some margin. However, it gets lots of equipment.
0-60/30-70mph	9.0/9.2 secs		9.9/9.3 secs		13.5/13.1 secs	
30-50mph in 3rd/4th	4.3/6.4 secs		4.3/6.0 secs		5.5/10.3 secs	
50-70mph in 5th/6th/7th/8th	9.4/13.1 secs		9.0/11.7 secs		21.2 secs/N/A	
Top speed/rpm at 70mph	113mph/2,300rpm		117mph/2,800rpm		106mph/3,000rpm	
Braking 70-0/60-0/30-0mph	51.6/35.1/8.2m		43.8/32.0/8.5m		50.6/37.8/9.6m	
Noise outside/idle/30/70mph	68/52/65/73dB		70/44/62/70dB		47/70/67/72dB	
Auto Express econ. (mpg/mpl)/range	41.4/9.1/364 miles		37.1/8.2/392 miles		38.2/8.4/378 miles	
Govt urban/extra-urban/combined	48.7/61.4/56.5mpg		40.4/55.4/48.7mpg		44.8/58.8/52.3mpg	
Govt urban/extra-urban/combined	10.7/13.5/12.4mpl		8.9/12.2/10.7mpl		9.9/12.9/11.5mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	158/114g/km/23%		176/133g/km/27%		171/122g/km/25%	
Airbags/Isofix/park sensors/camera	Six/yes/yes/no	<b>TECHNOLOGY</b> APPLE CarPlay and Android Auto are both standard, but so is built-in nav. This is the best infotainment set-up of the three cars here.	Six/yes/yes/£200*		Six/yes/yes/yes	
Auto box/lane keep/blind spot/AEB	£1,180/no/no/yes		No/no/£650*/£650*		No/no/yes/no	
Clim ctrl/cruise/leather/heated seats	Yes/yes/no/no		Yes/yes/£850/£400*		Yes/yes/yes/yes	
Metallic/LEDs/keyless/power tailgate	Yes/yes/no/no		£550/£750*/£450*/n		£550/yes/yes/no	
Nav/digi dash/DAB/connected services	Yes/no/yes/yes		£250/no/yes/yes		Yes/no/yes/yes	
Wireless charge/CarPlay/Android Auto	Yes/yes/yes		No/yes/yes		£130/no/yes	

## Results



### SEAT

THE Arona is head and shoulders above the crowd here. It's faster, sweeter to drive, more efficient, more practical and rides better than its rivals. The infotainment is the strongest of this trio and the SEAT is even affordable on finance – which is how most people buy – despite costing more to purchase outright. The Arona is easily worth that premium, though, and is the strongest all-rounder here.



## 1st

### FIAT

MECHANICAL tweaks have improved the 500X, and it's as stylish as ever. The engine is genuinely competitive, punchy and smooth, but the gearshift can't match it. The Fiat's ride is never settled, which is frustrating, and although the latest version is practical enough and the technology better, the new motor's poor efficiency is a downside.



## 2nd

### RENAULT

THE restructured Captur range means only the TCe 90 engine is available, so the Renault crossover is slower than its rivals. However, it's also cheaper to buy and emits less CO<sub>2</sub>, so should be cost-effective to run. Quality is a little questionable in places, while the Captur isn't as practical as the Fiat and the infotainment system is only average, so it loses out here.



## 3rd

AEB = Autonomous Emergency Braking. In red = equipment fitted to our test car. \*Joint options. Insurance quotes from AA (Tel 0800 107 0680 or [www.theAA.com](http://www.theAA.com)) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## Rivals

Other options in this category...

### Kia Stonic 1.0 T-GDi '3'

PRICE: £18,600 ENGINE: 1.0-litre 3cyl, 118bhp

THE Stonic is a stylish and relatively new entrant to this class, but in '3' trim it blends decent practicality, a refined engine and lots of attractive kit, especially the infotainment. We'd recommend this small Korean SUV over the 500X.



### Mazda CX-3 SkyActiv-G 2.0 SE Nav+

PRICE: £18,995 ENGINE: 2.0-litre 4cyl, 119bhp

MAZDA has updated the CX-3 this year, and it's still a fine compact crossover. It's as sporty as the SEAT Arona, but not quite as practical. However, even in SE Nav trim there's loads of kit and a nice cabin, while it's more affordable, too.







## HEAD-TO-HEAD TEST

# BMW 530e vs Volvo S90 T8

New plug-in hybrid 5 Series faces established electrified exec rival from Volvo

## BMW 530e iPerformance

It's much cheaper than its rival, but does plug-in hybrid BMW add up from behind the wheel?

THERE are only two versions of the BMW 530e – SE and M Sport – and it's the latter we're testing here. It costs from £49,110, and features a 2.0-litre turbo petrol engine and an electric motor with a combined 248bhp, which puts it quite a way behind the Volvo's 385bhp output.

However, the 530e is also significantly cheaper to buy than the S90, and these cars are arguably more about economy than performance.

There's very little to distinguish the 530e from a normal petrol or diesel model, apart from the charging flap on the front wing and some small badges. Similarly, on the inside only a few eDrive badges and buttons set this car apart from the rest of the range.

### FOR AND AGAINST

- +** **For:** Comfortable ride, good to drive, spacious inside, looks decent value here
- **Against:** Boot smaller than S90's, not as powerful or as punchy as its rival, expensive way to save on fuel

### FIGURES

#### BMW 530e iPerformance M Sport

**Price:** £49,110

**Engine:** 2.0-litre 4cyl petrol plus e-motor

**Power/torque:** 248bhp/420Nm (combined)

**Transmission:** Eight-speed auto, rear-wheel drive

**0-60mph/top speed:** 6.4 seconds/146mph

**Test economy:** 27.7mpg/6.1mpl

**CO<sub>2</sub>/tax:** 49g/km/£440

**Options:** Adaptive suspension (£985), power tailgate (£430), electric sunroof (£995), split-folding rear seats (£335), Driving Assistant Plus (£2,250), Apple CarPlay (£235), Comfort pack (£1,995), M Sport Plus pack (£2,190), Technology pack (£1,495)

**Length/wheelbase:** 4,936/2,975mm

**Height/width:** 1,479/1,868mm

**Boot capacity:** 410 litres

### WHAT WE LOVE



#### Comfort

The BMW's superb driving position, supportive seats and good ride quality all add up to a very relaxed yet still fun drive







**AE** THE standard BMW 5 Series is one of the finest saloons on sale, but there was one thing that was missing from the range until recently: a plug-in hybrid.

As the market moves towards electrification, every manufacturer's line-up increasingly has to include a PHEV that appeals to those buyers looking for performance, economy and luxury in a single package. This new 530e iPerformance

model does exactly that, but it's not the first plug-in hybrid executive saloon to do so.

The Volvo S90 T8 Twin Engine arrived in 2017 using a similar formula to the BMW: a 2.0-litre petrol engine joined by an electric motor that boosts performance and gives the option to run on electric power only. But which of these upmarket PHEVs combines its two power sources to greater effect?

# Volvo S90 T8 Twin Engine

Exec saloon is one of a wide range of electrified Volvos. We see if higher power justifies price

VOLVO'S versatile SPA platform has been put to use by the Swedish brand in order to roll out many new models with plug-in capability. The S90 T8 Twin Engine is joined by its estate car brother, the V90 T8, but there are also electrified versions of the XC90 and XC60 SUVs, and more plug-in hybrids are on the way.

While the BMW is rear-wheel drive, the S90 uses four-wheel drive thanks to the rear-mounted electric motor. It's only available in R-Design Pro and Inscription Pro trims, so to match the sportier M Sport 5 Series we're trying it here in £57,805 R-Design Pro form. Can its higher power output justify that large difference in price?

## FOR AND AGAINST

- +** **For:** Upmarket and high-quality interior, very rapid in a straight line, well equipped
- **Against:** Unsettled ride, not as much fun to drive as the BMW, expensive

## FIGURES

### Volvo S90 T8 Twin Engine AWD R-Design Pro

**Price:** £57,805

**Engine:** 2.0-litre 4cyl petrol plus e-motor

**Power/torque:** 385bhp/640Nm (combined)

**Transmission:** Eight-speed auto, four-wheel drive

**0-60mph/top speed:** 5.0 seconds/155mph

**Test economy:** 34.0mpg/7.5mpl

**CO<sub>2</sub>/tax:** 49g/km/£440

**Options:** Premium metallic paint (£1,000), Seat Pack (£1,050), Xenium Pack (£1,600), blind spot warning (£500), Harmon Kardon stereo (£825), smartphone connectivity (£300), type 2 charging cable (£50), charge cable bag (£40), heated rear seats (£300)

**Length/wheelbase:** 4,963/2,941mm

**Height/width:** 1,443/1,895mm

**Boot capacity:** 500 litres

## WHAT WE LOVE



### Interior

Volvo's high-quality interior and excellent infotainment are strong points. Material quality is excellent and the central screen works well





# 1st BMW 530e

Despite trailing on pace, hybrid 5 Series is a better driver's car, and is cheaper to buy and run



**AE** ALL versions of the latest 5 Series are based on BMW's CLAR architecture, which features weight-saving materials, so it's lighter than its rival here. Although our test car is an M Sport model, it doesn't come with the sportier suspension usually added to this trim, because that set-up isn't available on the 530e. Still, our model featured BMW's Variable Damper Control (£985), which lets you adjust the ride depending on the driving mode.

The BMW's 2.0-litre petrol engine combines with an electric motor for a total of 248bhp, which is well behind the Volvo's 385bhp total output.

The Volvo is also four-wheel drive (only the BMW's rear wheels are driven), so it performed better from a standing start than the 530e, with the S90 T8's 5.0-second 0-60mph sprint time beating the 530e's effort by 1.4 seconds.

That doesn't tell the whole story, though, because the BMW is nearly as quick in the lower gears – it took 2.5 seconds to go from 30-50mph in third, a barely noticeable 0.2 seconds behind its rival – and it's also by far the better car to drive.

The 530e is genuinely comfortable, while at the same time it's great fun. In Comfort mode the suspension damping and body control are mostly consistent over badly surfaced roads. It's not quite as smooth as a standard 5 Series, but the BMW is refined and comfortable at speed. It tackles potholes with more grace than the S90, too, and while big bumps don't go completely unnoticed, they don't thud into the cabin as they do in the Volvo.

Steering feel and feedback could be better, especially when it weights up in Sport mode, but it feels more natural than the set-up in the Volvo and the driving position is brilliant.

The BMW's eight-speed box is as smooth as the Volvo's, but it's also faster to shift when you switch to manual mode. All of this is true of the 5 Series in non-PHEV form, but it's positive to see that even with the extra weight of a battery pack, the hybrid has the same enjoyable characteristics.

The BMW's EV-only range is 29 miles, two more than the Volvo's, and if you're driving in town that should be achievable. Refinement in both cars is excellent because their electric motors take up the slack at low speed. Even on the motorway these large saloons keep the worst of the wind and road noise out, so they're relaxed cruisers.

Plenty of tech is standard, including a widescreen sat-nav and infotainment system. There's also climate and cruise control, Bluetooth, DAB, parking sensors and heated seats, while the quality of fit and finish just edges the Volvo.



score  
4.2

## DRIVING

The 530e's extra weight over a standard 5 Series is noticeable, although at 1,770kg it's still 230kg lighter than the Volvo and handles with much more agility as a result. It rides better as well.

**ENGINE** As it trails on power, the BMW can feel flat next to the punchy S90. But the motor is integrated well, and transitions relatively smoothly from EV to petrol power. Regenerative brake feel could be better on both.



score  
4.0

## RUNNING COSTS

We managed 27.7mpg on a mixed route with one charge, but that's a worst-case scenario. The Volvo had two charges and managed 34.0mpg. Plugging in more regularly will see this rise and fuel bills drop dramatically.

**DEPRECIATION** Over a three-year ownership period, the S90 will lose more cash. A predicted residual value of 47.4 per cent means it'll drop by £25,812, or significantly less than the Volvo's £32,689 loss (at 43.5 per cent).



score  
4.1

## PRACTICALITY

There's no difference inside from a regular 5 Series, because the platform was designed to take a plug-in powertrain. That means there's just as much leg and headroom (and on par with the S90), so no compromise.

**BOOT SPACE** With a 410-litre boot, the plug-in hybrid 5 Series is slightly less accommodating for luggage than the 500-litre S90. It's also 120 litres down on a 520d, for example, due to the battery pack eating into luggage room. Still, the BMW's load bay isn't short of space for most situations, while the wide cabin means there's still lots of leg and shoulder room. The low seats mean there's plenty of headroom as well.



## VERDICT ★★★★★

THE BMW is more comfortable and better to drive, so will suit more people more of the time, despite its performance deficit. It's also a clear winner on value because it's far cheaper while still offering low plug-in hybrid tax costs. Just ensure you charge regularly to maximise its economy potential.



### Infotainment

BMW's slick user interface and easy-to-operate rotary controller make it simple to access functions on the move. In the touchscreen-only S90, this is harder

### Electric power

Button on centre console cycles through the EV driving modes. There's a choice of full EV, hybrid and power saving

### Steering

BMW's steering could have more feedback, although it feels more natural than the set-up in the Volvo



### Running costs

27.7mpg (on test)

£59 fill-up/£440 or 13% tax



### Performance

0-60mph/top speed

6.4 seconds/146mph



### Practicality

Boot capacity

410 litres



### Braking

70-0/60-0/30-0mph

51.6/37.6/10.2m



score  
4.3

## INTERIOR & TECHNOLOGY

The BMW's cabin is superbly finished overall, with excellent build quality and a spacious feel, as well as plenty of high-quality materials that help to justify the car's premium price tag. Best of all, the seats are very comfortable.



**INFOTAINMENT** While the 10.25-inch system is superb, there's no Android Auto, and Apple CarPlay is £235. It's a touchscreen, which is useful, but it can also be controlled via rotary dial on the centre console.



## OWNERSHIP

BMW offers three years of breakdown cover when you buy a 5 Series to match the warranty, and it's the same story in the Volvo. Both cars are limited to 60,000 miles over that time, though.

score  
3.8



**SAFETY** The 530e gets LED headlights, autonomous braking, front and rear parking sensors and plenty of airbags, but falls behind the Volvo for safety tech (Page 49).

## THROUGH THE RANGE

### Which trim level suits you?

THERE are two trim levels in the 530e iPerformance range: SE and M Sport.

All 530e models get a special instrument cluster, a charging port on the front wing and a three-pin charging cable (a faster Type 2 cable costs £165).

SE versions feature two-zone climate control, sat-nav and BMW connected services, as well as LED headlights, front and rear parking sensors, heated seats, Bluetooth and DAB radio. This version costs £806 a month if you put down a £4,500 deposit on a 36-month PCP deal limited to 10,000 miles a year.

Move up to M Sport trim and the price increases to £861 a month on the same terms, but you also get sportier exterior styling, upgraded interior trim – including an M-branded steering wheel – and uprated brakes. As the extra equipment you get with M Sport models is mostly cosmetic, however, we reckon the SE makes more sense. It'll save you £1,980 over three years.

### Our choice:

530e iPerformance SE

NEXT CAR →

All offers and finance prices correct at time of going to press



# 2nd Volvo S90 T8

It's much faster, but pricey Volvo isn't as comfortable or fun, and loses out here

**AE** VOLVO is moving towards full electrification for its cars, and its range of plug-in hybrids like this S90 T8 is a stepping stone on that journey.

The combination of the 2.0-litre turbocharged and supercharged petrol and electric motor serves up 385bhp, making this the most potent S90 in the range. At the track it went from 0-60mph in just 5.0 seconds, beating the BMW by 1.4 seconds. Off the line you can feel the electric motor's instant response – it contributes 86bhp to that power total – but the four-wheel-drive traction helped the Volvo here, too.

In higher gears the S90 proved potent as well. In top gear (eighth) it took just 6.8 seconds to go from 50-70mph, where the BMW posted a time of 9.6 seconds. The Volvo went from 30-70mph through the gears in just 4.0 seconds, though; this was 1.5 seconds quicker than the 530e.

While the Swedish car's gearbox is smooth, it's not as quick to change as the BMW's in manual mode and the Volvo is heavier, so the sharper acceleration is down to the higher power output.

The S90's electric motor is punchy and particularly noticeable when you accelerate from very low speeds. The 2.0-litre engine isn't quite as refined, however, and even though it's powerful, it doesn't sound very exciting.

Volvo no longer offers its Active Four-C Chassis air suspension option on the S90, which is a shame; on standard springs, the saloon doesn't ride nearly as well as the BMW. Drive through a pothole and you'll feel a crash in the cabin, and mid-corner bumps upset the car's balance more than in the 5 Series.

The T8 version is laden with a heavy battery pack that not only impacts ride comfort but also dulls the handling. While its four-wheel drive boosts traction, the unsettled ride on rough roads takes away any extra confidence the drivetrain brings. Also, the Volvo's steering is lifeless and the driving position isn't as well judged as in the BMW, either.

But the S90's interior does feature a simpler and more elegant design than the BMW's, focused on the nine-inch central touchscreen. Build quality is excellent, too, and while material quality can't quite match the 5 Series', the S90's interior design is more visually interesting.

All models get Volvo's nine-inch screen with sat-nav and a 12.3-inch digital display behind the steering wheel, although Android Auto and Apple CarPlay are £300 extra. R-Design Pro trim also adds 20-inch alloys, two-zone climate control, keyless operation and lots of safety kit. Autonomous braking, adaptive cruise control, run-off road mitigation and lane-keep assist are all included.



score  
**3.9**

## DRIVING

The S90 T8's performance in a straight line is astonishing. The electric motor provides instant torque, and it transitions smoothly to using the twin-charged petrol engine at higher speed. It's noisy, though.

## ELECTRIC DRIVING

You can drive in electric-only mode for just under 30 miles (at city speeds) in both cars, and it's just as serene in each. We recorded identical noise figures in the two models on our tests at 30 and 70mph.



score  
**4.0**

## RUNNING COSTS

Low CO<sub>2</sub> emissions of 49g/km make these saloons attractive choices for company car buyers. They both sit in the lowest 13 per cent bracket for Benefit in Kind (BiK) and cost £440 a year each in road tax.

**BiK** The Volvo is pricier to buy than the BMW, so it also costs more to tax, although you do get more equipment as standard. Higher-rate earners will pay £3,003 a year to run the S90; the 530e will cost £2,551.



score  
**4.2**

## PRACTICALITY

R-Design Pro trim adds a power tailgate, puddle lights and headlight washers, all of which will be useful in winter. The Volvo's boot is 90 litres bigger than the 530e's, but there's slightly less rear legroom.

**CHARGING** The S90 uses a 10.4kWh battery (up to £1.30 to charge), and has a maximum EV range of 27 miles, while the lighter BMW's 9.2kWh unit (£1.16) gives 29 miles. It takes around three hours to charge the Volvo on a 16A fast charger or seven hours on a three-pin charger (6A). You're looking at about three hours to charge the BMW on a 16A charger, and while the brand doesn't list its three-pin charging time, it's likely to be similar.



## VERDICT ★★★★★

THE Volvo is a lot faster than the BMW, but it's also a lot more expensive. However, it's less comfortable and not as much fun to drive, so given that the cars' running costs are closely matched it misses out here – although it's still one of the most luxurious and highest-quality PHEVs you can buy.



## Infotainment

Volvo's screen is perfect for use when you're sitting still, because it functions like a tablet computer. But it's distracting and occasionally frustrating while driving

## Materials

Metal finish dotted around the interior only adds to the Volvo's classy and upmarket ambience

## Seats

Comfy seats are welcome in the S90 T8 because the ride is choppy over rough roads. The driving position isn't as good as the BMW's, though



## Running costs

34.0mpg (on test)  
£77 fill-up/£440 or 13% tax



## Performance

0-60mph/top speed  
5.0 seconds/155mph



## Practicality

Boot capacity  
500 litres



## Braking

70-0/60-0/30-0mph  
45.9/35.4/8.1m



score  
**4.2**



## INTERIOR & TECHNOLOGY

A nine-inch touchscreen is standard, and looks big thanks to its portrait orientation. It misses out on a rotary dial like in the BMW so isn't as simple to operate on the move. However, the optional phone tech works well.

**DIGITAL DASH** You also get a 12.3-inch digital dash, which shows mapping as well as speed and driving information. It's not quite as sharp as BMW's digital display, but its sat-nav readout is nice and clear.

## OWNERSHIP

Both cars were awarded five stars by Euro NCAP, but the S90 has more kit, including pedestrian detection and a system that'll swerve to avoid a head-on crash. Blind spot warning is part of a £500 pack.

score  
**3.8**

**DRIVER POWER** In our Driver Power 2018 satisfaction survey, the brands achieved middling results. BMW ranked ninth in the makers' chart, while Volvo came in 13th.

## THROUGH THE RANGE

### Which trim level suits you?

VOLVO only offers the S90 T8 plug-in hybrid in higher-spec R-Design Pro and Inscription Pro trim levels.

Both versions get 20-inch alloys, keyless go, parking sensors, climate control, a digital instrument cluster and a nine-inch touchscreen with sat-nav.

Safety kit includes AEB, adaptive cruise, run-off road mitigation, traffic sign recognition and lane-keep assist.

Whichever version you choose you'll also get heated seats, a heated steering wheel, keyless entry and a head-up display. The difference between them comes in the styling; you get a sportier look in R-Design Pro form, and a more refined design with the Inscription Pro.

The cars cost £789 and £807 a month respectively on a 36-month/10,000-mile-per-year PCP deal with a £4,500 deposit. Your choice comes largely down to personal taste, since both versions get similar equipment and even have identically sized alloys.

### Our choice:

S90 T8 Twin Engine R-Design Pro

All offers and finance prices correct at time of going to press



# YOUR GREAT OFFER

- **FREE Armor All Shield Car Wash**
- **FREE delivery** of every issue
- All the latest **news, road tests & reviews** delivered to your door each week
- **Save 47%** on your subscription



**ORDER ONLINE:**  
**dennismags.co.uk/autoexpress**  
**CALL NOW: 0330 333 9491**  
quoting offer code **D1555**



## YOUR FREE GIFT

Autor All Shield Car Wash is a concentrated but gentle formula that carefully lifts away road film, dirt and grime. It won't harm your paintwork, but will still give your car a deep clean without leaving a soapy residue.

There is no drying time - easy on, easy off. Each wash reactivates shine and protection.

Autor All Shield Car Wash comes with a **sponge applicator** and **microfibre cloth**.

Proudly made in the UK.



# SUBSCRIBE TODAY AND SAVE 47%

**PLUS A FREE ARMOR ALL SHIELD  
CAR WASH WORTH £24**



For just £22.99 every 13 issues, you can enjoy the latest motoring news delivered to your door each week, and we'll send you an exclusive welcome gift!

**ORDER ONLINE:**

**DENNISMAGS.CO.UK/AUTOEXPRESS**

**CALL NOW: 0330 333 9491** quoting offer code **D1555**

Calls to 03 numbers will be charged at your standard local rate. Gifts are limited to first 200 orders. Please allow 28 days for delivery. UK only. This offer is limited to one per household. Alternative gift may be supplied.





# Audi A6 Avant

**FIRST REPORT** Exec estate has instantly won friends with its looks and ability



**Pete Gibson**

Pete\_Gibson@dennis.co.uk

## Running costs

39.2mpg (on test)  
£84 fill-up/£450 or 30% tax



## Practicality

Boot (seats up/down)  
565/1,680 litres



## Performance

0-62mph/top speed  
8.3 seconds/149mph



**AE** IS there a better car for an Auto Express photographer during the winter months than an Audi A6 Avant? That's the question we hope to answer over the next half a year, because this week it's time to say hello to the latest car I'm running on the fleet.

Regular readers will have spotted that the car has already featured in these pages, both in our fleet watch section (Issue 1,549) and as part of a twin test against the Mercedes E-Class Estate in Issue 1,553.

There's something I instantly love about my new Audi that I'm sure you've noticed, and that's the design. As a photographer I'm always on the lookout for the perfect shot, and soon after the car arrived I found a great opportunity to capture the A6's bold styling during a particularly brilliant sunrise (above).

I'm really taken with the A6 Avant's headlights, large grille and purposeful roofline. It already has a very sporty design, so I can only imagine how good a future S6 or RS 6 model might look.

Another feature I love about my specific car is the 20-inch alloy wheels. However, due to the unusual way press vehicles are sometimes specified, they're not actually

available to buy if you're a customer right now. That's a shame, because I think these are some of the best-looking rims I've seen in recent years. The thought of kerbing one is keeping me on my toes when I'm in town, because I'd hate to damage these rare alloys.

Our car's Glacier White paint (£685) looks great, and it's part of a long list of optional kit that takes the total price of our A6 to £52,640. Other extras include double-glazed windows with a dark tint on the rear section (£525 and £475 respectively), plus the £1,495 Technology pack that brings a larger 10.1-inch touchscreen and a lower 8.6-inch display to complement it, including sat-nav and smartphone connectivity.

There's a wireless phone charging pad and Audi's brilliant Virtual Cockpit digital instrument cluster as well.

Our car also has an important option for my own comfort: adaptive dampers. They cost £1,150 and let me soften or stiffen the suspension depending on the type of road I'm on, although I mainly leave the car in its most comfortable setting anyway.

My A6 Avant is the 40 TDI model, which has already caused some confusion among

fellow motorists. I've been asked if it's a 4.0-litre car, as the badge seems to indicate, but it's actually only a 2.0-litre diesel using clever new mild-hybrid tech. Audi's badging scheme uses numbers between 25 and 70, so the 40 refers to my Avant's power output, rather than the size of the engine.

It has 201bhp, which means it's more than punchy enough for me. I'm loving the low-down torque it delivers (a maximum of 400Nm), and because it's a four-cylinder diesel, it's returning a decent 39.2mpg so far.

Audi lists an official 0-62mph time of 8.3 seconds, and when my colleagues rated the car as part of the twin test it proved it was capable of sprinting from 0-60mph in 7.6 seconds. Of course, it'll never need to do that on the road, but it's an easy way to demonstrate how quick the big estate feels when you put your foot down.

With 565 litres of boot space even when the rear seats are up, there's easily enough

room for all my photography gear in the back. And once you've folded the seats, there's a capacity of 1,680 litres. I rarely need that much space, but it comes in handy when I want to get down really low for a tracking shot; I can lie down and shoot from bumper level to get a really dynamic-looking photo of whatever it is I'm snapping that week.

I'm already impressed with the A6, then, but there are a few things to delve further into over the coming months.

One of them is the comfort. First impressions suggest it rides very well on motorways, but there might be a few issues with driving in town on those large wheels.

Then there's the infotainment system. Although it looks very impressive, I'm still getting to know how it all operates. I'm not sure that I like having to use a touchscreen so often while I'm driving, but we'll reserve judgement on that for when I've worked out exactly where everything is.

**“I love the low-down torque, and because it's a four-cylinder diesel, it's returning 39.2mpg”**



## Essentials

### Audi A6 Avant 40 TDI 204PS S line S tronic

**On fleet since:** October 2018

**Price new:** £44,100

**Engine:** 2.0-litre 4cyl diesel, 201bhp

**CO<sub>2</sub>/tax:** 129g/km/£450

**Options:** Glacier white paint (£685), 360-degree camera (£700), Storage pack (£100), tinted windows (£475), LED interior lighting (£275), double glazing (£525), Technology pack (£1,495), adaptive dampers (£1,150), electric door mirrors (£150), four-zone climate control (£825)

**Insurance\*:** Group: 38 Quote: £573

**Mileage/mpg:** 2,290/39.2mpg

**Any problems?** None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** Virtual Cockpit screen is useful, allowing us to see our speed and sat-nav instructions without taking our eyes off the road. S line brings sports seats



**WE DON'T** Our A6 has lane-keep assist, but we're not big fans. It's too aggressive when turning the steering wheel to keep you in lane. It can be turned off, though

## Auto Express Verdict

THE Audi's stunning looks have captured our photographer's imagination, but it's not just skin deep, because our new A6 Avant is impressing us on many levels. He's also looking forward to the winter months in the car.



**Cabin** Pete is wowed by interior, although he's still getting used to the infotainment



**Practicality** Our man can easily fit camera gear in boot, plus rear seats are roomy

### Design

Pete loves latest Avant's looks, and winter sunrise gave him chance to capture them in all their glory



## Second opinion

"Our A6 Avant sits in the 30 per cent bracket for Benefit-in-Kind tax, which is reasonable given how much versatility the Audi estate offers. That's thanks in part to mild-hybrid technology that keeps CO<sub>2</sub> emissions to a surprisingly low 129g/km."



**Sam Naylor** Senior reviewer





# THE ULTIMATE IN PERFORMANCE UPGRADES AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 20 YEARS



**DMS F10 M5 (EVO DEC '15)** "730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

**DMS MCLAREN 650S (EVO OCT '15)** "REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

**DMS M2 (EVO SEPT '15)** "MORE POWER DOES MEAN MORE FUN"

**DMS 1M (EVO MARCH '12)** "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

**DMS 997 TURBO 3.8 PDK (EVO JUNE '11)** "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"

**DMS SL65 BLACK SERIES (EVO OCT '10)** "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

**DMS 135i (BMW CAR MAY '09)** THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

**DMS 997 TURBO 3.6 (EVO SEPT '08)** "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

## BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

### AUDI

RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)  
RS6 V10 » 680+BHP (+DE-LIMIT)  
2017 R8 V10 » 650BHP (+DE-LIMIT)  
R8 V10 » 592+BHP (+DE-LIMIT)  
RS4/RS5 » 488+ BHP (+DE-LIMIT)  
RS3/TTRS » 420+ BHP (+DE-LIMIT)  
RS3/TTRS (NEW) » 480+ BHP (+DE-LIMIT)  
S3 / GOLF R » 375+ BHP (+DE-LIMIT)  
3.0TDI (ALL MODELS) » 315+ BHP  
3.0 BI-TDI (ALL MODELS) » 380+ BHP  
Q7/A8 4.2 TDI » 400+ BHP

### BMW

M2 » 435BHP (+DE-LIMIT)  
M3/M4 » 540+BHP (+DE-LIMIT)  
M5/M6 » 730+BHP (+DE-LIMIT)  
X5M/X6M » 730+BHP (+DE-LIMIT)  
X5M50D/X6M50D » 450BHP  
M135I/M235I » 410+BHP  
i8 » 415BHP  
120I/220I/320I/420I » 275+BHP  
116D/216D/316D » 160BHP  
118D/218D/318D » 225BHP  
120D/220D/320D/420D » 240BHP  
328I/428I » 295BHP  
335I/435I » 410+BHP  
330D/430D/530D/730D » 360BHP  
335D/435D/535D » 395+BHP  
550I/650I » 555+BHP (+DE-LIMIT)  
640D/740D » 395BHP (+DE-LIMIT)  
X530D/X630D » 360BHP  
X540D/X640D » 395BHP

### MERCEDES-BENZ

A45/CLA45 AMG » 420+BHP  
AMG GT/GTS » 560BHP (+DE-LIMIT)  
C43/E43/GLC43 AMG » 455BHP  
C63/63S 4.0T AMG » 620+BHP  
C63 6.3 AMG » 530+BHP  
500 4.7 BITURBO (ALL MODELS) » 498+BHP  
63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP  
55 AMG KOMPRESSOR » 600+BHP (+DE-LIMIT & SUSPENSION LOWERING)  
S65 » 780BHP (+DE-LIMIT)  
SL65 AMG » 690BHP (+DE-LIMIT)  
SL65 BLACK » 720BHP (+DE-LIMIT)  
SLK 55 AMG » 420BHP  
200 CDI (ALL MODELS) » 173BHP  
220 CDI (ALL MODELS) » 230BHP  
250 CDI (ALL MODELS) » 260BHP  
C300 HYBRID » 285BHP  
C300E » 350BHP  
C400/E400 » 400BHP  
350 CDI (ALL MODELS) » 315BHP  
420/450 CDI (ALL MODELS) » 358BHP

### ALL 2017 RANGE ROVERS AVAILABLE

RR 50SC/SVO/SVR STAGE1 » 600+BHP  
RR 50SC/SVO/SVR STAGE2 » 650+BHP  
2.0/2.2 DIESEL (ALL MODELS) » 220+BHP  
RR 4.4 TDV8 » 395 BHP  
RR TDV6 3.0D » 305+ BHP  
RR SDV6 3.0D » 350+BHP  
DEFENDER 2.2 » 180BHP

### PORSCHE

996 TURBO/GT2 » 600+ BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
997 TURBO/S 3.8 INC PDK » 611 BHP  
997 GT3 RS » 480 BHP  
991.2 GT2 RS » CALL  
991 TURBO/S (ALL MODELS) » 750+BHP  
991 GT3 3.8 (ALL MODELS) » 490+BHP  
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA GTS » 435 BHP  
991 CARRERA (ALL MODELS) » 500+BHP  
991 CARRERA S (ALL MODELS) » 500+BHP  
991 CARRERA GTS (ALL MODELS) » 540+BHP  
BOXSTER/CAYMAN 718 GTS » 420+BHP  
BOXSTER/CAYMAN 718 S » 420+BHP  
BOXSTER/CAYMAN 718 » 380+BHP  
BOXSTER/CAYMAN 981 GT4 » 430+BHP  
BOXSTER/CAYMAN 981 GTS » 375+BHP  
BOXSTER/CAYMAN 981 S » 345+BHP  
CAYENNE GTS » 450 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP  
CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE 3.0 DIESEL » 318+ BHP  
MACAN S » 420+BHP

MACAN GTS » 440+BHP  
MACAN TURBO (ALL MODELS) » 480+BHP  
MACAN S DIESEL » 318+BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 305+ BHP

### EXOTIC / MISC

FERRARI CALI T » 660BHP  
FERRARI F12 » 780+BHP  
FERRARI 599 » 647 BHP  
FERRARI 488 » 750+BHP  
FERRARI 430 » 525 BHP  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MCLAREN 675LT » 750BHP  
MCLAREN 570S » 680+BHP  
AVENTADOR » 750+BHP  
HURACAN LP610 » 650BHP  
GALLARDO LP560 » 600+BHP  
BENTLEY 4.0 T V8 » 700BHP  
BENTLEY GT/F-SPUR » 680BHP  
GT SPEED / SUPERSPORT » 690+BHP  
BENTAYGA W12 » 700+BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP

  /DMSAUTOMOTIVE



**MORE  
BHP  
EQUALS  
LESS  
RPM  
EQUALS  
MORE  
MPG**

  
DESIGNED IN THE UK  
DEVELOPED AT OUR  
**NURBURGRING**  
TESTING FACILITIES



**UK & WORLDWIDE  
INSTALLATION  
CENTRES**

[WWW.DMSAUTOMOTIVE.COM](http://WWW.DMSAUTOMOTIVE.COM)

UK: 0800 030 5555

INT: +44 800 030 5555

[SALES@DMSAUTOMOTIVE.COM](mailto:SALES@DMSAUTOMOTIVE.COM)





# Nissan Leaf

**THIRD REPORT** We compare EV notes with our competition winner



**Steve Fowler**

Steve\_Fowler@dennis.co.uk  
@stevefowler

**AE** I'M loving my time with our Nissan Leaf. As well as being electric, it's just a really good car that's easy to live with. It has lots of space, rides okay, delivers swift acceleration that I enjoy and offers all the gadgets I like to play with – and all for just under £30,000.

But what do other owners think? I met up with Middlesex-based Ian Bryant, who regular readers will remember won a Leaf for 12 months in our competition, to see how he's getting on. And the first thing Ian told me summed things up. "I've persuaded eight other people to buy a Leaf," he said.

"It doesn't cost much to run, it's comfy, it holds the road well and has good acceleration," Ian went on. "I love Autopilot, e-Pedal is very easy to get used to and that means I'm not getting loads of brake dust on the alloys. I enjoy not going to the filling station and I'm smug in the knowledge that I'm not doing the environment any harm."

It hasn't all been plain sailing for Ian, though. Like me, he didn't enjoy the best

of experiences with his local dealer. His is Nissan Hanwell, and it took staff there three attempts to fix the heated seats, while a groan as the mirrors folded also needed attending to. His car suffered a slight graze on the rear bumper when it was at the dealer as well, and he had to wait 15 minutes for someone to answer the phone on one occasion.

Like me, Ian gets frustrated with the app that should link seamlessly to the Leaf; it takes an age and often can't find the car at all. And with an EV, being able to monitor charging and set the climate control when it's plugged in is really handy.

This hasn't dented Ian's enthusiasm for electric motoring, and we've been comparing our power usage. He's averaging four miles per kWh, and I'm achieving 3.6 miles per kWh with my longer drives and motorway runs.

When I can get the app to work, it tells me that over the past two weeks I've driven 347 miles, which has cost me approximately £9.06 in electricity. At current fuel prices,

that would have set me back more than £50 in a petrol car averaging 40mpg.

In a world that now features affordable electric cars like the Hyundai Kona Electric and Kia e-Niro that offer well over 250 miles from a single charge, thanks to their bigger 64kWh batteries, our Leaf is starting to fall behind. We expect a version with a larger battery to be announced soon, though.

That will make potential buyers think hard about how they'll use their cars and which version they'll need. I'd spend a bit more on a model with a bigger battery; I tend to do a fair few motorway journeys that my car can handle easily, but it might leave me needing a charge if I need to go on somewhere else.

Personally, with a charger at home and in the office car park, I rarely use public chargers. I'm definitely not charging every day, either; when I know I'll just be commuting to and from the office – a 44-mile round trip – with a little leeway I can go three days without a charge, so I don't plug in every night.

## Running costs

Efficiency: 3.6 miles/kWh  
Real-world range: 144 miles



## Performance

0–62mph/top speed  
7.9 seconds/90mph



**EV ambassador** Our competition winner Ian tells Steve how friends have bought Leafs based on his experience

www.autoexpress.co.uk



Otis Clay

## Essentials

### Nissan Leaf Tekna

On fleet since: May 2018

Price new: £29,390 (inc. Govt grant)

Engine: 40kWh battery, 148bhp

CO<sub>2</sub>/tax: 0g/km/£0

Options: Metallic paint (£575), ProPilot Park (£1,090)

Insurance\*: Group: 21 Quote: £501

Mileage: 4,201

Efficiency: 3.6 miles/kWh

Any problems? Passenger window fault (fixed under warranty)

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** We're often surprised by how many charging points there are. Okay, the South of England has more than many areas, but their numbers are growing all the time, which really helps EV owners



**WE DON'T** Colder weather has contributed to a slight reduction in range, from around 160 miles to 150. In stop-start traffic, that can rise, and it can fall on long trips



## Verdict

WE'RE not the only ones enjoying life with a Leaf. Its easy-going nature and efficiency are winning plenty of fans; once people experience one, or have a friend who has one, it's one of the easiest sells in the business.





"Very impressive company  
to deal with."



"Amazing Customer Service... Nothing  
was too much trouble."



"Wonderful company with  
excellent service!"



"Five star conversion, advice and  
customer service."



# A V-Class Apart.

The Brotherhood®  
Mercedes-Benz Collection

Exquisitely engineered Vito Tourer  
& V-Class Wheelchair Access Conversions



## KLASTAR

Our expertly handcrafted flagship Special Purpose Vehicle with;

- Flat, level, lowered floor with **57"** internal headroom
- Up to **6 full-size seats** plus inclusive central wheelchair location
- Remote-controlled powered rear access ramp
- Self-tensioning rear restraint system for fast, effortless loading
- Power assisted loading with PAWRS winch & restraint system

Now available in Compact & Long Bodystyles



Home  
Demonstrations



Nationwide  
Support



Made in  
Great Britain

To request a brochure pack or arrange a  
**FREE**, no-obligation home demonstration

freephone **0808 271 3763**

or visit us online at **Brotherwood.com**



**BROTHERWOOD®**

ENGINEERING TO ENABLE





# Mazda 6

**Update** Connectivity upgrade is music to our ears



**Steve Sutcliffe**  
mail@autoexpress.co.uk

**AE** TO be honest, I was perfectly happy with the factory-fit sat-nav on the Mazda 6 we're running on our fleet, as well as its excellent Bose stereo and fine hands-free communications package. But when I found out Android Auto and Apple CarPlay could be retrofitted to our car (it costs £350), I wasn't going to say no.

Apple CarPlay allows me to hook my phone up to the infotainment system, so I can drop pins to navigate to the most remote spots and use my phone's features on the move without having to take my hands off the wheel. Let's face it, that's pretty useful.

Hendy Mazda Horsham in West Sussex also upgraded the Bose stereo as part of the fitment package, so my music sounds better than ever, plus in some cases the car's firmware gets an upgrade (although our model didn't need it).

I'd presumed that adding CarPlay would require no more than a few minutes on a laptop to install some new software and then, bosh, I'd be on my way. But I was wrong. It takes a good couple of hours to fit, because half the dashboard needs to be removed to add extra wiring, along with some new hardware bits to improve the sound system.

So our car went into the dealership for a couple of days and I was given a Mazda 2 to nip about in as a replacement, which I enjoyed an awful lot more than I thought I might. When I went to collect our 6 it had been valeted from

## Essentials

### Mazda 6 2.5 194ps GT Sport Nav+ Automatic

On fleet since: September 2018

Price new: £30,795

Engine: 2.5-litre 4cyl petrol, 191bhp

CO<sub>2</sub>/tax: 153g/km/£140

Mileage/mpg: 5,490/39.4mpg



**Fitting** Dealer needed a few hours to install set-up, removing parts of dash

top to bottom and the CarPlay system was up and running. It really does work a treat, and the Bose stereo sounds better than ever.

When staff told me what the installation involved, I did wonder whether the Mazda might gain the odd rattle as well as phone functionality, but, so far, there hasn't been a sound.



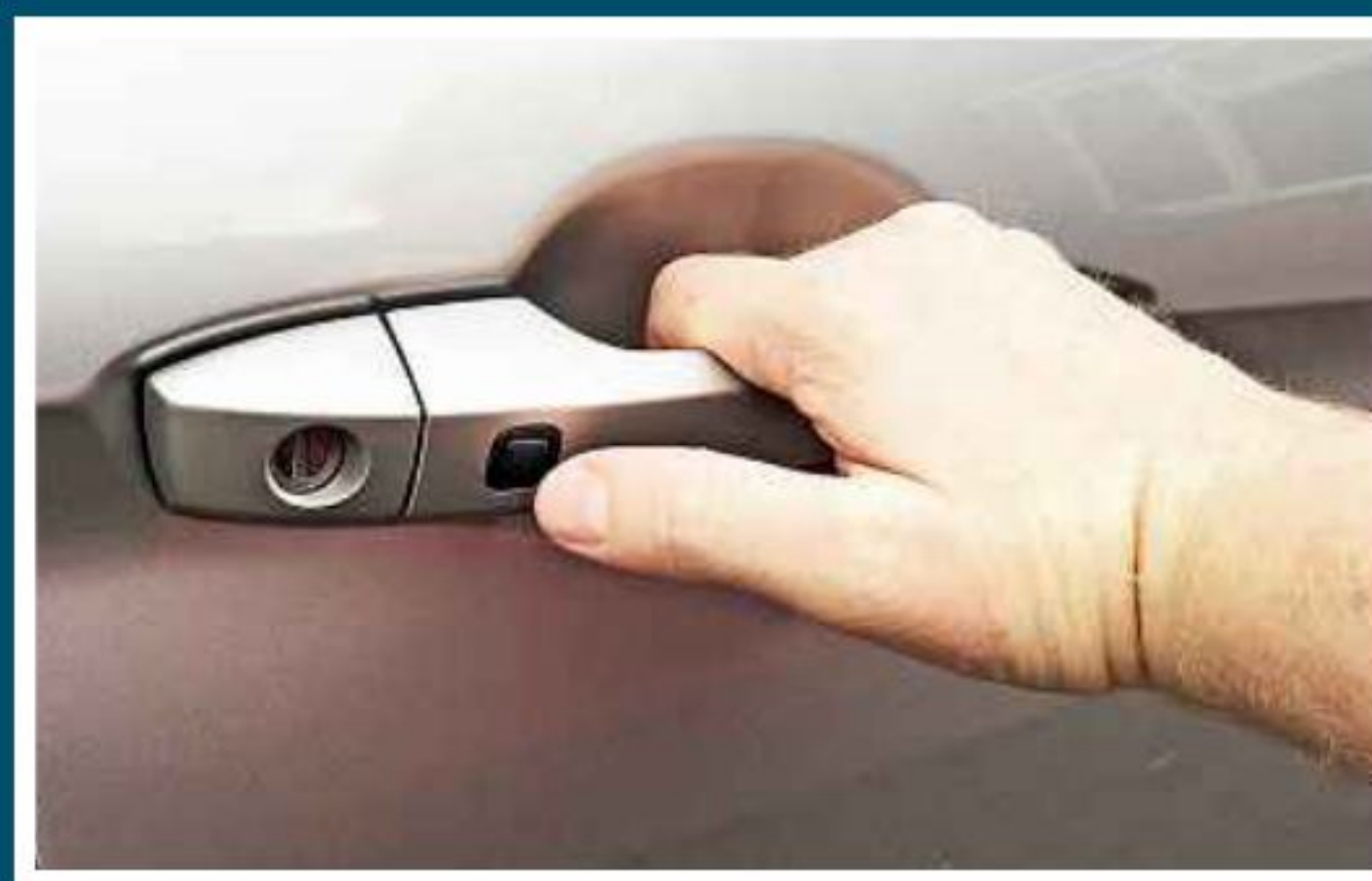
## Verdict

ALL Mazdas with the brand's MZD Connect infotainment system can be fitted with smartphone connectivity at a dealer, and it has improved our 6 no end. It's worth the outlay if you use your phone a lot in the car, although we think CarPlay and Android Auto should come as standard.



**CarPlay** Apple connectivity makes our 6 easier to use, but it should be standard fit

## Fleetwatch



**Simple**  
Keyless go operation means Pete was able to unlock SUV by pressing button on door handle with keys in his pocket

## Mitsubishi Eclipse Cross

ONE feature of our Mitsubishi Eclipse Cross that's proven really useful of late is the keyless go system, especially the button on the door handles and boot that allows you to lock or unlock the car when the keys are in range.

Web producer Pete Baiden recently took a trip to the swimming pool with his young son that highlighted just how useful this set-up is. With his nipper on one arm and numerous bags on the other, our man started to rummage through his pockets to find the key, to no avail, before suddenly remembering about the button on the door.

He'd previously ignored the feature, but after realising how easy it makes things, Pete is going to start using it more often. It's likely to prove invaluable over the coming months; baby Baiden starts nursery soon and Pete is sure he'll find himself with his hands full more often.

The keyless operation system also features a start and stop button in the cockpit and comes as standard on the Eclipse Cross in 3 spec and above (ours is a top-of-the-range 4 model).



## Mercedes A-Class

**AFTER** running some of the larger cars on the fleet, including the Peugeot 5008 and Volvo S90, art director Darren Wilson is loving the smaller dimensions of our new A-Class.

At 1,796mm wide, the car is compact without feeling it. The lack of off-street parking in our man's narrow road means any car can legally be parked partly *on* the kerb. But the number of scuffed cars is testament to the risk of being caught by speeding delivery vans and other careless drivers.

Our A-Class comes with parking assist as part of the premium package (£2,395), and this includes front and rear parking sensors. That makes parallel parking easier, not to mention squeezing into tight supermarket bays.

Darren enjoys getting in and out of the Mercedes without feeling trapped and worrying about opening the door (or having to breathe in while climbing out).

## Our fleet INDEX

**Alfa Romeo Giulia**  
Issues 1,534, 1,544, 1,550

**Audi A6 Avant**  
New arrival

**Dacia Duster**  
New arrival

**Ford Fiesta ST**  
Issue 1,552

**Hyundai Kona Electric**  
Issue 1,551

**Mazda 6**  
Issue 1,549

**Mercedes A-Class**  
Issue 1,550

**Mercedes X-Class**  
Issue 1,547

**MINI Cooper 5-door**  
Issues 1,538, 1,546, 1,552

**Mitsubishi Eclipse Cross**  
Issues 1,545, 1,553

**Nissan Leaf**  
Issues 1,533, 1,551

**Renault Koleos**  
Issues 1,530, 1,542

**Skoda Karoq**  
Issues 1,536, 1,545, 1,552

**Suzuki Swift Sport**  
Issues 1,532, 1,541, 1,544

**Vauxhall Grandland X**  
Issues 1,536, 1,540, 1,548

**Volkswagen Polo**  
Issue 1,549

**Volvo V60**  
Issue 1,553



Every adventure has a beginning

# BUMBLEBEE



IN 2D & 3D CINEMAS  
**DECEMBER 26**

[f/BumblebeeMovieUK](#) [BumblebeeMovie.co.uk](#) [#Bumblebee](#)

WARNER BROS. PICTURES PRESENTS  
A TETROSYL FILM  
BUMBLEBEE

© 2018 Warner Bros. Entertainment Inc. All Rights Reserved.

In partnership with



# Demon Shot

✓ Boost your existing screenwash  
freezing temperature anytime!

✓ 1 x 500ml makes 5 x 5 Litres  
of standard screenwash

✓ Keep in the glove box



JUST  
POUR IN



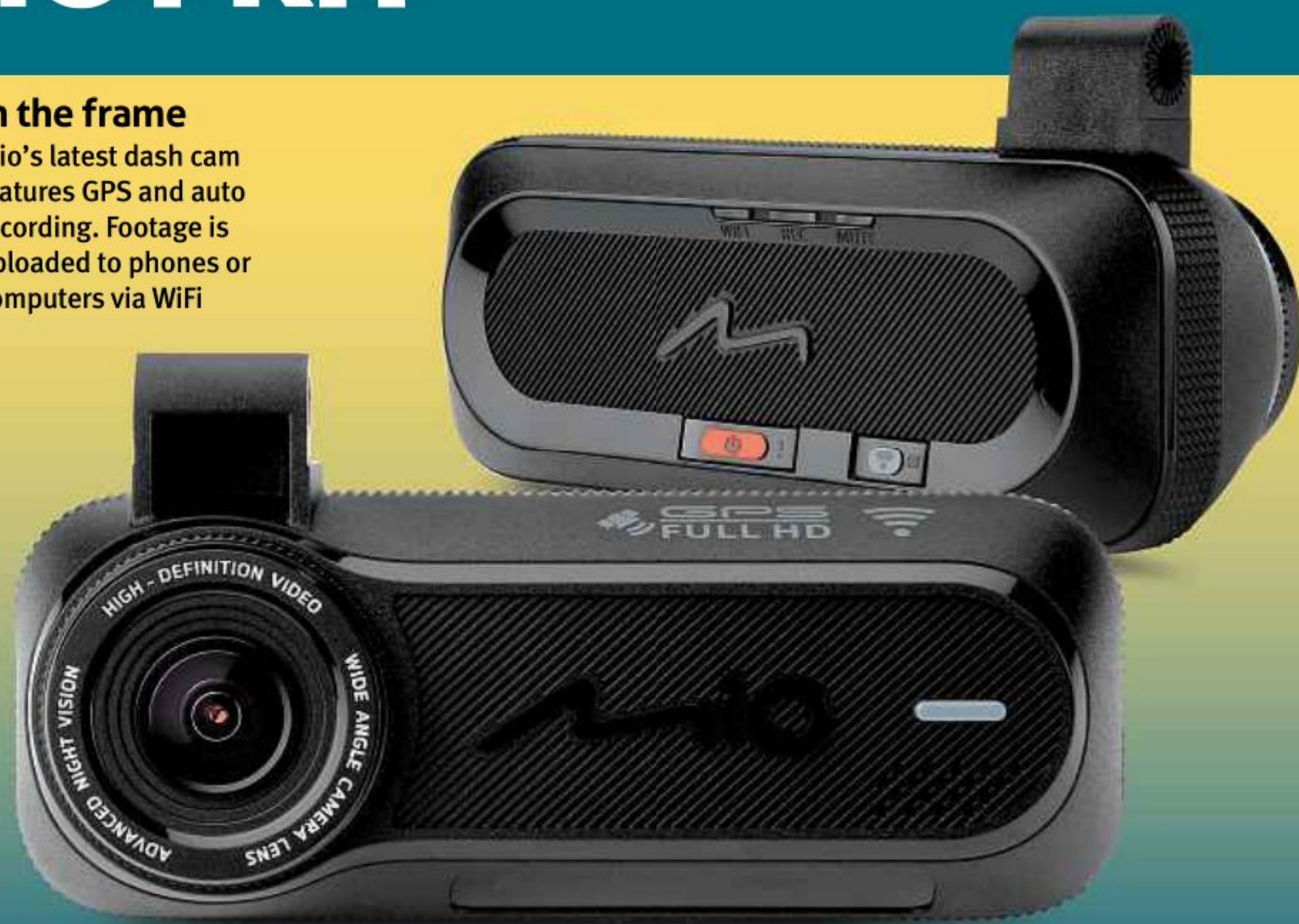




## THIS WEEK'S HOT KIT

### In the frame

Mio's latest dash cam features GPS and auto recording. Footage is uploaded to phones or computers via WiFi



## IS NEW COMPACT DASH CAM "OUT OF SIGHT"?

### NEW PRODUCT

#### Mio MiVue J60

Price: £119.99 Contact: [www.mio.com](http://www.mio.com)

THE steady stream of new dash cams shows no signs of slowing, with Mio launching its "ultimate driving companion": the MiVue J60.

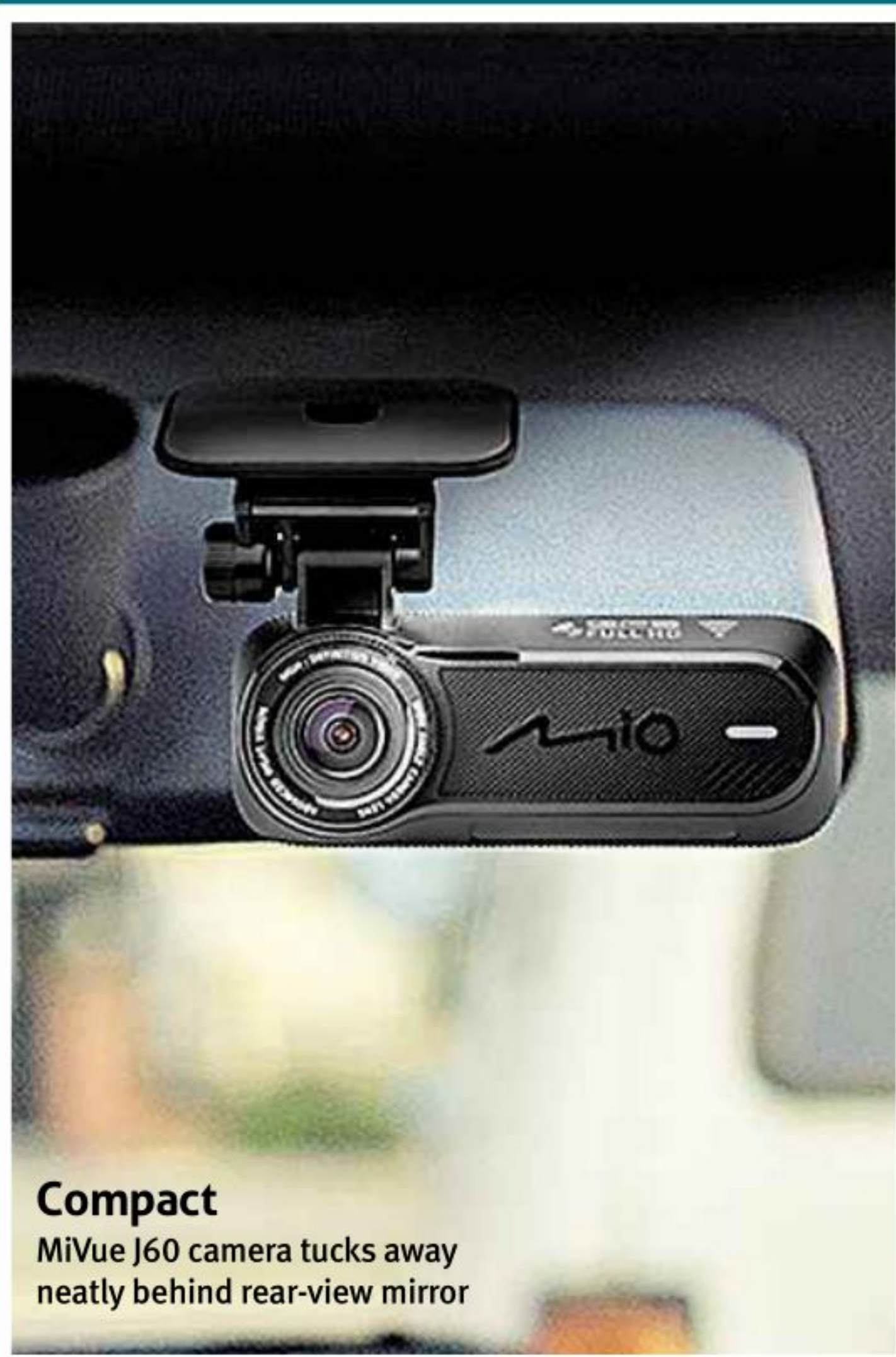
"Out of sight, out of mind" is how the firm describes the compact design, which sits discreetly behind the rear-view mirror to give drivers an unrestricted view ahead.

Mio has kept the size down by doing away with a built-in display and using WiFi to back up footage to a smartphone or computer. The link is also used to update firmware and speed camera data. Safety cam warnings are part of the driver assist features, alongside alerts if the car drifts out of its lane or breaks the speed limit.

The camera captures footage in 1080p high definition through its 150-degree lens at 30 frames per second. As you might expect at this price, it lacks the 1440p resolution and polarised filters of top models. But it still has plenty of extra features, such as a built-in GPS tracker to log location and speed during all recordings, without the need for extra devices.

There's also a three-axis G sensor to identify sudden movements and start automatic storage of data.

In addition, a parking mode uses the SmartBox II power cable, recording when it senses movement near the car.



### Compact

MiVue J60 camera tucks away neatly behind rear-view mirror



**Kim  
Adams**

### Got a query?

[products@autoexpress.co.uk](mailto:products@autoexpress.co.uk)  
@AE\_Consumer



### Q Winter service necessary?

I READ on a forum that cars should be serviced before winter even if a check-up is not due. Is this really necessary, or are garages just trying to get more money out of us motorists?

**Justin Richings, E-mail**

**A** THERE'S probably an element of drumming up business, but a check-up isn't a bad idea before the poor weather bites. Many of these things you can do yourself, such as monitoring tyre pressures and tread depth, coolant mix and whether bulbs are working, plus underbonnet inspections like hoses, belts and brake fluid.

### Q Plagued by condensation

SINCE the winter began, thick condensation has started building up on my car's windows. I've not had the problem before and it seems to take the heater ages to clear. Is there a solution?

**Michael Bartrum, E-mail**

**A** CHECK for water getting into the car through leaks around openings such as the tailgate or screens. Test carpets for damp, which could hint at a leak. And remove all damp coats and shoes from the car, even in the boot, as moisture will evaporate overnight and create condensation.

### Q Can I bring French Clio here?

I'M thinking of bringing the old Renault Clio I keep at my house in France back to the UK in the new year. Will it be legal, because I didn't think you could use cars with foreign plates over here?

**Jonathan Mathey, E-mail**

**A** THE crucial question here is where you live. If the Clio is registered and taxed in France, you are not resident in the UK and don't plan to be in the country longer than six months, it is fine to drive here. If you intend to bring your Renault to Britain permanently you'll have to tax, register and insure it here, and pay any duty due.



# NEW ALEXA IN-CAR MUSIC DONGLE IS HIT AND MISS



**Plug and play**  
Roav Viva lets you connect to stereo via Bluetooth, aux or USB, but it was a tight fit in X-Class

## FIRST TEST

### Anker Roav Viva

Price: £45.99 Rating: ★★★★★

Contact: [www.amazon.co.uk](http://www.amazon.co.uk)

If you use Amazon Alexa in the home, you can now take the voice assistant on the road, plus keep your devices charged, with the Anker Roav Viva.

It's a cigar lighter-socket adaptor with Anker's usual high-quality build and two 2.4Amp fast-charging USB sockets. Plug it in and download the free Viva app to your Android or iOS smartphone, and the idea

is that it connects to your mobile and taps into your data plan to answer questions and play music through the car's sound system, using services like Amazon Music (Spotify is not yet supported).

Trouble was, we found the adaptor a tight fit with a pair of leads connected in our Mercedes X-Class test car. And while installing the app and connecting to the unit was intuitive, there was a firmware update required before we could use it.

Once we'd selected how our phone connects to the sound system – Bluetooth, aux socket or USB – it easily found tracks



from our Amazon Music account, although the voice control did struggle to respond if this music was played loudly. It also found a weather report for our location.

We had to reconnect a couple of times during the test, and removing the plug when the engine is off is a nuisance. Viva works, although it has its flaws, not least the fact there's a list of cars it's incompatible with.

## news, deals & events



### End of the road for ultimate LEGO 911

THE final LEGO Technic Porsche 911 GT3 RS has 'rolled off the line' – or rather, with the launch of the 992-generation 911, LEGO has discontinued the kit.

The 2,704-piece Technic kit (above) features a working PDK gearbox and steering, a unique dashboard plate, movable rear wing and even a bespoke luggage set, making it one of the most detailed models LEGO has ever made – although it's since been beaten by the 3,599-piece Bugatti Chiron. The Technic GT3 RS is still available in a few retailers while stocks last, at £259.99 RRP.

### Tyre maker seals deal to supply big sellers

VREDESTEIN has been confirmed as original equipment tyre supplier on the Volkswagen Polo and SEAT Ibiza, plus the Ford EcoSport. The superminis and small SUV will be equipped with the Sportrac 5 in the UK. VW has also announced that its new Touareg SUV will come factory-fitted with the Quattrac 5 all-season tyre.

The deals are being seen as a coup for Indian owner Apollo, as it looks to shift the focus of the Dutch brand from a replacement tyre supplier to the lucrative original equipment market.

### Take the one you love to Classic Car Show

THE ExCeL arena in Docklands hosts the London Classic Car Show, on Valentine's Day weekend (14-17 February).

The 2019 event celebrates the work of Jag design director Ian Callum, and the 50th anniversary of The Italian Job. There will also be a collection of aero-engined cars, a historic motorsport area and the Grand Avenue runway show, where cars are started and run for visitors to enjoy their sounds and smells. Tickets cost £25 for an adult and can be purchased from [www.thelondonclassiccarshow.co.uk](http://www.thelondonclassiccarshow.co.uk).

Know an event coming soon?  
Contact [products@autoexpress.co.uk](mailto:products@autoexpress.co.uk)

## NEW PRODUCT

### P1 Autocare Screenwash Pod

Price: From £1.99 Contact: [www.vgroupinternational.com](http://www.vgroupinternational.com)

CLEAN your screen and go green at the same time this winter with these new pods from P1 Autocare.

The tablets are simply mixed with water to create five litres of screenwash, and you don't even need a plastic bottle to do it. The multiple pod packs make up more screenwash than most DIY bottles can hold, which helps to reduce their environmental impact. P1 Autocare claims that 100 million plastic bottles of screenwash are used every year in Britain, or an incredible 274,000 a day.

The blue tablets, which have a raspberry fragrance, are sold in packs of one, three or six. A single tablet costs £1.99, the three-pack is priced at £5.49 and the six-pack weighs in at £9.99.



**Eco wash**  
Each tablet is said to make up five litres of screenwash





# SILVERLINEC®



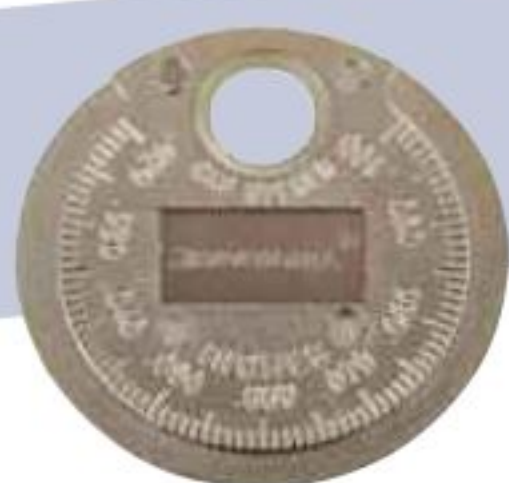
**LOW PRICES • UNBEATABLE GUARANTEES**



**DOUBLE SUCTION PAD**  
• For transporting heavy, awkward items  
• Pad size 115mm diameter

**£8.23**

675088



**SPARK PLUG GAP TOOL**

• Solid alloy steel  
• Metric (0.5 - 2.5mm) & imperial (0.02 - 0.1")

**£1.75**

202148



**EXHAUST PIPE CUTTER**

• Zinc-plated carbon steel frame  
• 4 hardened steel cutting blades

**£19.08**

739592



**TYRE VALVE REPAIR KIT 14PCE**

• Pocket pressure gauge 10 - 50psi  
• Tyre valve repair tool

**£5.11**

380568



**12V INVERTER**

• Allows 12V batteries to power 230V AC mains appliances

**£96.54**

168754



**VIDEO INSPECTION CAMERA WITH COLOUR LCD MONITOR**

• IP67 Waterproof camera with super-thin 8mm head on 1m flexible cable

**£44.88**

676660



**HYDRAULIC TROLLEY JACK**

• Sturdy all-steel construction, quick-fit handle, & safety overload valve

**£48.16**

633935



**JUMP LEADS 200A MAX**

• PVC-insulated pure copper cable for efficient power conduction  
• Spring-loaded copper connectors

**£7.80**

857328

OVER **5000** TOOLS

**SILVERLINETOOLS.COM**

All prices include VAT. Prices correct at time of print. Images not to scale. Colours may vary.

**WIPER BLADES .CO .UK**



Commended in Wiper Blades  
Wiper Blades Aerowiper

**Need wipers?  
Look no further.**



THE BIGGEST RANGE OF BLADES IN THE UK



THE BIGGEST BRANDS & QUALITY ALTERNATIVES



THE BIGGEST DISCOUNTS & SAVINGS



SUPER EASY TO SELECT YOUR BLADES ONLINE



SUPER FAST NEXT DAY DELIVERY AVAILABLE

Simply visit **wiperblades.co.uk** and enter your car registration or call us on **01299 251130** (Mon-Fri 8.30am-5pm).



**ALLOYGATOR™**  
WHEEL PROTECTION



**THE VERY LATEST  
IN RIM PROTECTION**

DISCREET ALLOY WHEEL PROTECTION  
**FIVE STAR FITTERS ACROSS THE UK**

[www.alloygator.co.uk](http://www.alloygator.co.uk)



## Mini test

### NEWCOMER

#### Angelwax Eden

Price: £13.95 Rating: ★★★★★

Size: 300ml Contact: [www.angelwax.co.uk](http://www.angelwax.co.uk)

IN an often basic or gimmicky sector, there's a rare upmarket feel to this "heavenly air freshener". The piano-black cap delivers a measured dose of fragrance and odour eliminator even after the trigger has been released. This is a neat touch, and it means you don't risk applying too much by repeatedly pumping the spray.

It is designed to be sprayed on to fabrics and carpets, so you need to keep it off leather and hard surfaces. Eden has staying power, too, still clearly present a week after being applied; it's the best on test in this respect. It's sold alongside the firm's Bliss scent, with the Eden fragrance said to be a mix of exotic fruits. Our testers noticed hints of these, but preferred the Jelly Belly with its overt citrus tones. This isn't cheap, either, with pricing similar to the small-pack Jelly Belly.



# Spray away cabin pongs with a top air freshener



Kim Adams

DESPITE selling in their hundreds of thousands every year, air fresheners are still either loved or hated by drivers. Spray versions tend to be the best solution for many people, because they can get rid of unpleasant smells, but don't hang around in the interior for weeks.

Car care specialists Autobrite Direct and Angelwax have recently launched spray-on products, but how do they compare with our long-running favourite in this market from Jelly Belly?

We lined up a team of judges to rate the fragrances, and this formed the main part of our scoring. We also factored in how long each air freshener remained detectable, plus cost from makers and online sources.

Jelly Belly hangs on to its crown, but it was close, with the durable Angelwax pushing it hard. Autobrite was a step behind, although it's great value for money.

**"Our judges rated the fragrances and this formed the main part of our scoring"**



### NEW RANGE

#### Autobrite Direct Chocolate Orange

Price: £10 Rating: ★★★★★

Size: 500ml Contact: [www.autobritedirect.co.uk](http://www.autobritedirect.co.uk)

PART of Autobrite Direct's new six-strong range of air fresheners and odour eliminators, many with food fragrances. The chocolate and orange can be detected in the spray, but there was a harsh edge and it was the least popular here.

It's not all bad, though, because the aroma was by no means unpleasant and was faintly present after a week. This product is also good value in this company, with its big 500ml bottle coming in at less than half the price of rivals.



### TEST WINNER

#### Jelly Belly Spray Air Freshener

Price: £2.95 Rating: ★★★★★

Size: 59ml Contact: [www.caeurope.co.uk](http://www.caeurope.co.uk)

THE small-button spray bottle is perfect for keeping in centre consoles or gloveboxes for that quick freshen-up to remove the smell of garden rubbish, wet dog or takeaway food. You pay for that convenience, however, because it's the most expensive choice here per ml, although not that much more than the pricey Angelwax.

Key to its success is that great tangerine smell, which was all our testers' favourite. It has none of the cloying sweetness often found in air fresheners, and just delivers a citrusy aroma.

## books, games & apps

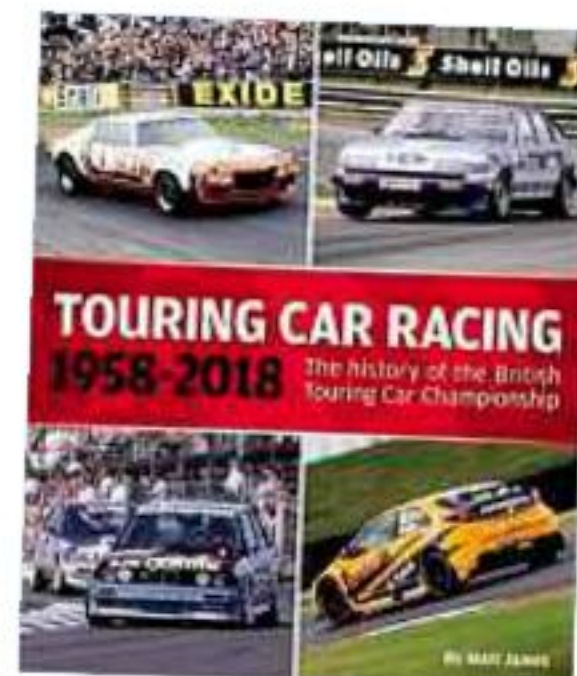


### Touring Car Racing 1958-2018

Matt James (Evro Publishing, [www.evropublishing.com](http://www.evropublishing.com))

Price: £60 Rating: ★★★★★

FANS of the series will enjoy this hefty, high-quality book with its superb photography. It's well written, too, although squeezing 60 years into one book makes individual sections short. But it's packed with driver profiles and every photo is captioned.

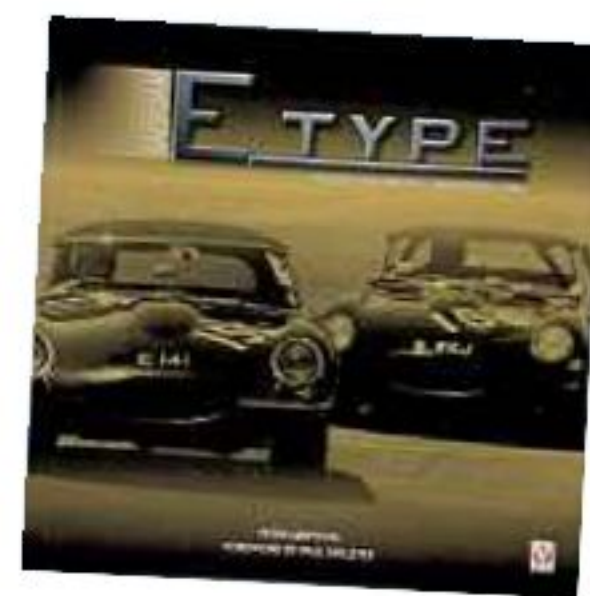


### Jaguar E-Type Factory and Private Competition Cars

Peter Griffiths (Veloce, [www.veloce.co.uk](http://www.veloce.co.uk))

Price: £40 Rating: ★★★★★

JUST about every racing E-Type is covered here, and the ones with known histories are at times fascinating. But it does descend into a list of stats in places, and the initial history of racing E-Types feels rushed. And while it's well researched, we'd like more larger images of these beautiful cars.



### Beach Buggy Racing

Available for: iOS, Android

Price: Free Rating: ★★★★★

MARIO Kart-style racer rewards you for winning with in-game currency. The graphics are good and racing is fun, although penalties for driving off track would even things out. It progresses at a good speed, ads aren't intrusive and you needn't pay to play. As good as some old console titles.



## App of the week



### MyPeugeot

Available for: iOS, Android

Price: Free Rating: ★★★★★

THE more connected your car is, the more you'll appreciate this app, which can monitor your car position, fuel consumption and mileage data. It also lets you book services and shows warning light data. Worth downloading for Peugeot owners.







[www.sealey.co.uk](http://www.sealey.co.uk)

sealey tools YouTube

sealey tools f

@sealeytools



# All Sealey Hand Tools come with a Lifetime Guarantee\*

\*No quibble guarantee covers individual items within sets. Excludes TRX-Star\*\* T40 bits, breaker bar knuckles, drill bits, cutting blades and taps & dies. Repair kits will be sent out for most ratchet wrenches.

\*\*TRX-STAR, TRX-TS and TRX-P tools are suitable for driving TORX® and TORX PLUS® fasteners respectively. TORX® and TORX PLUS® are registered trademarks of Acument Intellectual Properties, LLC.





## Kent 2in1 Wash Mitt

Price: £3.99 Absorption: 510g

Rating: ★★★★★

Contact: [www.carcare.co.uk](http://www.carcare.co.uk)

**BEST BUY** KENT'S mitt ticks just about all our boxes, and it's no surprise that it secures yet another win here. It has super-absorbent microfibre noodles which, despite a prodigious thirst, are easy to handle thanks to a tight cuff and stitched palm to improve grip. On the flip side is a soft mesh for removing bugs and more stubborn grime from non-painted surfaces; that's why it's called 2in1. It's machine washable and will take the strain out of washing your car.



# WASH MITTS

Get a grip on grit with these car-care essentials

**PRODUCT GROUP TEST** 28 | 12 | 2018

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our huge online test archive

**AE** Kim Adams

IF you're planning to tackle that winter grime on your car, you will need one of these. Wash mitts don't just minimise the risk of scratching the paint, but they also make the job easier on the hands. Use hot wash and rinse water, plus slip your hands into workshop gloves before putting on the mitt, to avoid frozen fingers, painful knocks on grilles and the like.

Even in better weather a mitt is the answer; the fibres hold lots of water to lift grime off bodywork and retain grit, releasing it when you rinse. There's a choice of designs and materials, so which of these 10 will make your winter wash scratch and pain free?

## Angelwax SUB-MITT

Price: £11.95 Absorption: 690g

Rating: ★★★★★

Contact: [www.angelwax.co.uk](http://www.angelwax.co.uk)

MASSIVE thirst for water helps this microfibre mitt from detailing specialist Angelwax into our top four on its test debut. It cleans easily, too, but the pouch is a bit big and something a little more compact would be easier to handle. The cuff could be tighter as well. It may work well on the car, but the instructions are non-existent on the packaging, and you need to go to the website for washing info and product details.



## Bilt-Hamber auto-mitt

Price: £11.95 Absorption: 300g

Rating: ★★★★★

Contact: [www.bilthamber.com](http://www.bilthamber.com)

ANOTHER from the Dodo Juice school of mitt design, with a similar sheepskin pouch and thumb hole. You can also feel the sheepskin inside the mitt. Unsurprisingly it was as good to use as the Tribble Mitt, but its pile looks shorter and it didn't gain as much water in our absorption test. Bilt-Hamber traditionally has minimal on-pack instructions, but this doesn't even feature a label, and you need to go to the website for product information.



## Meguiar's Lambswool Wash Mitt

Price: £13 Absorption: 250g

Rating: ★★★★★

Contact: [www.meguiars.co.uk](http://www.meguiars.co.uk)

IF you want a natural cleaning face plus a bug mesh, then this Meguiar's mitt is a decent option. It lacks the handy thumb grip of the Dodo Juice or Bilt-Hamber, and the pile seems shorter and less soft, which is perhaps reflected in the absorption test result. The pouch is lined and dries more quickly than them, too. It is snug, though, with a tight cuff making it easy to control even when heavy with water. On-pack instructions are handy.





## Halfords Wash Mitt

Price: £3 Absorption: 580g

Rating: ★★★★★

Contact: [www.halfords.com](http://www.halfords.com)

### RECOMMENDED

NO prizes for guessing the inspiration for the Halfords mitt, which has the same microfibre noodle and mesh combination as the Kent. But there are differences. This wash mitt's pouch is longer and wider, which helped it top our winner in the absorption test. But that pouch lacks the stitch between the middle fingers, so when the mitt is heavy it's a touch harder to keep a grip of. It still works well and, at this cracking price, is worth considering.



## Dodo Juice Tribble Mitt

Price: £13

Absorption: 500g

Rating: ★★★★★

Contact:

[www.dodojuice.com](http://www.dodojuice.com)

THIS is our pick of the mitts with natural materials. Sheepskin is used in Dodo Juice's tribute to the cuddly Star Trek creatures, and it's a joy to work with. The thumb hole makes it easy to grip and control the leather pouch, plus there's a tight cuff. The pile is thick and hoovers up water. If you hate the idea of a mesh anywhere near your paint, this is a great choice, although it does take some looking after and is unlikely to last as long as man-made materials.



## How we tested them

WE checked cleaning but, as we've seen before, the results were difficult to separate. So we concentrated instead on how much water our test wash mitts retained after being soaked and drained for 30 seconds.

We also checked fit and ease of use, as well as useful factors like mesh panels, washing and instructions. Our final factor was price, taken from makers and online sources.



## Verdict

MULTIPLE winner Kent's 2in1 takes a clear victory yet again. No surprise, then, that Halfords' very similar mitt secures the runner-up spot, while Dodo Juice's Tribble Mitt is our pick of the natural products.

1. Kent 2in1 Wash Mitt
2. Halfords Wash Mitt
3. Dodo Juice Tribble Mitt

## Meguiar's Microfibre Wash Mitt

Price: £10.50 Absorption: 410g

Rating: ★★★★★

Contact: [www.meguiars.co.uk](http://www.meguiars.co.uk)

PRICE puts this Meguiar's mitt ahead of a tightly packed midfield. Despite the short microfibre pile, it retained a decent amount of water in the absorption test, but we still have the same problems we've always had with this Meguiar's product. The cuff is loose and the pouch too big to control easily once it's heavy. A nip here and a tuck there would help this mitt no end.



## Gtechniq WM2 Microfibre Wash Mitt

Price: £12.25 Absorption: 490g

Rating: ★★★★★

Contact: [www.gtechniq.com](http://www.gtechniq.com)

MOTTLED red-and-white short-pile microfibre and a white cuff would suggest this is a dead ringer for the Angelwax, but we found a major difference in our absorption test. There was 200g between them, and we repeated the test several times to check it. That explains the half-star difference here. Otherwise the mitts performed the same, with an oversize cuff and pouch, although the WM2 has better instructions.



## Also tested

### Ultimate Finish Ulti-Mitt

Price: £14.95

Absorption: 315g

Rating: ★★★★★

Contact:

[www.ultimatefinish.co.uk](http://www.ultimatefinish.co.uk)



### Farécla G3 Lambs Wool Wash Mitt

Price: £10.26

Absorption: 225g

Rating: ★★★★★

Contact: [www.g3pro.com](http://www.g3pro.com)





# ULTRA PROTECTION

INTRODUCING ULTRA-HARD CRYSTAL SERUM PROTECTION



HARD LAYER  
PROTECTS  
AGAINST ABRASION  
& CHEMICALS



PROFESSIONAL FINISH  
THE FIRST  
10H PAINT  
PROTECTION



THE BEST AVAILABLE  
PRODUCT  
PERFORMANCE  
& FINISH



YEAR GUARANTEE

## LEADING THE WAY IN AUTOMOTIVE DETAILING TECHNOLOGY

Crystal Serum Ultra is the best paint protection available, it keeps your car looking glossy and new, prolonging the life of your paintworks perfect finish. The molecular structure of the hard top layer is exceptionally chemical resistant. Crystal Serum Ultra can withstand even the strongest wash chemicals and bird droppings.

**GTECHNIQ**  
SMART SURFACE SCIENCE

ONLY AVAILABLE FROM GTECHNIQ ACCREDITED DETAILERS



[service.gtechniq.com](http://service.gtechniq.com)







## Toyota Verso

**YOU TELL US** MPV is strong across the board, scoring especially on practicality

### 2018 Results Verso Factfile

**Years:** 2009 to present **CO<sub>2</sub>:** 119g/km

**Fuel economy:** 62.8mpg (1.6 D-4D)

**Best options:** Metallic paint, sat-nav, parking sensors, roof rails, spare wheel

**Used prices:** From £3,795

#### OVERALL SCORE

**92.83%**

Bars show where model finished out of 75 vehicles in our 2018 new car survey. The longer the bar the better



#### GOOD

"ACCELERATION is quicker than I imagined for a large, seven-seat car. It pulls well and overtakes beautifully."

"It's quiet for a diesel; my husband was concerned by the lack of noise at first!"

"Spacious interior with enough room to sit comfortably in both the front and back seats."

"The automatic changes gear very smoothly; I never really hear or feel it operating."

"Power-steering is very responsive and light."

"Boot has enough space for large suitcases and more."

"Suspension is comfortable; it is like driving on air."

#### NOT SO GOOD

"IT'S supposed to achieve 62.8mpg, but I'm unable to even get 40mpg out of it, and I drive very economically."

"Glovebox is smaller than any I've known; no storage in the front for phone, keys etc."

"Doesn't come with sat-nav as standard, even though less expensive cars do."

"When all seven seats are in use, there's no room for anything in the boot."

"Engine management system had failed by the first service."

"I've had repeated problems with excessive engine noise."

"Interior trim is poorly built; it's quite loose and creaky."



**Have your say: What is your car like to own?**  
[www.autoexpress.co.uk/driver-power](http://www.autoexpress.co.uk/driver-power)



**Tristan Shale-Hester**

**Got any car queries?**

Tristan\_Shale-Hester@dennis.co.uk  
@AE\_Consumer

#### Q Paint tale left me pondering

**I WAS** told by my Jaguar dealer I couldn't have a green F-Pace because the brand doesn't like too many cars to be the same colour, so had discontinued the paint. How likely is this?  
**Gary Herman, E-mail**

**A** JAGUAR confirmed the British Racing Green paint you were after is no longer available, although not because it was too popular. While it sold well in the UK, on the global market it was not so frequently specified, and Jaguar decided to discontinue it. Your dealer was right not to offer it, but not for that reason.

#### Q Will warranty cover charge?

**MY** dealer thinks a fault message is caused by my car's dual-mass flywheel (DMF), but isn't sure, and an investigation will cost £500. Can I claim on my warranty for this?  
**Alan Rillie, E-mail**

**A** CHECK your warranty terms to see if the DMF is specifically excluded; if not, you may be able to argue you should not have to pay. Before you do shell out, though, ask an independent specialist if it has any idea what the problem could be. Staff might be able to investigate more accurately and for a lower price.

Sponsored by Warrantywise

### Insight from the industry

**Q** IT makes sense to me for dash cams to be integrated into the rear-view mirror and third brake light, offering less temptation for thieves. Do any manufacturers do this?

**A** A COUPLE of makers already do this. For example, Citroen offers its C3 with a ConnectedCAM mounted in the rear-view mirror, while Teslas built from August 2017 and updated with the 'Version 9' operating system gain dash-cam functionality, too.

**Warrantywise**

[www.warrantywise.co.uk](http://www.warrantywise.co.uk)

**WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?**

GET A QUOTE WITH THE UK'S BEST USED CAR WARRANTY



0800 121 4770



[warrantywise.co.uk/autoexpress](http://warrantywise.co.uk/autoexpress)



# BUYER'S GUIDE: BMW X6

**FROM £30,000** Mk2 coupé-SUV's looks aren't to all tastes, but it's a lot of car for the money



**Richard Dredge**

BMW introduced the original X6 to some sharp intakes of breath in 2008. Lots of people couldn't understand the brand's rationale for building a huge SUV (or SAC – Sports Activity Coupé in BMW parlance) that was less useful than the X5 on which it was based and, to many eyes, less handsome.

But these drawbacks didn't stop the X6 selling like hot cakes, so in the end it wasn't a big shock when, in 2015, a second take on the formula was launched. With more efficient engines and more hi-tech kit, plus extra interior and boot space, the X6 Mk2 has, unsurprisingly, proven another success.

## History

THE second-generation BMW X6 went on sale in the UK in December 2014, priced from £51,150 for the 254bhp xDrive30d SE. Sitting above this was the £63,065, 444bhp xDrive50i, with the 376bhp M50d topping the range, at £66,920. By autumn 2015 there was also a 309bhp xDrive40d option.

In the meantime, in April 2015, the monstrous X6 M hit dealers; while it's not a full-blown M car, with 567bhp on tap and a sub-five-second 0-62mph time, this has a turn of speed that belies its size and weight.

As standard all X6s came with an eight-speed automatic transmission; there's no manual option. Buyers could choose Pure Extravagance packages for the interior (it brought two-tone leather with contrasting stitching) and exterior (alloy and gloss black highlights), plus soft-close doors, an electric glass sunroof and upgraded entertainment.

## Which one?

NO X6 is cheap to buy or run, but the petrol-engined editions are especially expensive to own, which is why most of the X6s for sale are diesels. The 30d isn't slow by any means, but a 40d feels noticeably more rapid and you won't pay a big premium to upgrade.

At launch there was an SE trim available for entry-level models, but this was soon discontinued to leave only M Sport on offer. SE editions come with leather trim, gearshift paddles, satellite navigation via a 10.2-inch display, parking sensors front and rear, xenon headlights, electrically adjusted heated front seats, plus a full suite of driver assistance systems. M Sport spec adds adaptive suspension, adaptive cruise control, sports seats and sportier exterior design details.

## Alternatives

THE X6 had only one true rival for a long time, because until the likes of the Audi Q8 and Lamborghini Urus arrived, Mercedes' GLE Coupé was the only other full-sized coupé-SUV on the market.

However, the Range Rover Sport, Maserati Levante and Porsche Cayenne can give the BMW a run for its money when it comes to luxury, performance, image and build quality. The Audi Q7 is worthy of



## CHECK ON...

● **Towing** The X6 is ideal for towing. Not only can it pull 3.5 tonnes, but trailer stability control also comes fitted as a standard feature.

● **Names** Know what you're buying; the first-generation X6 was codenamed E71 by BMW, whereas its successor was referred to as F16.

● **Xenons** All models come with an excellent set of xenon headlights, but the adaptive LED system is an especially impressive set-up.

consideration; as a seven-seater this puts an emphasis on usability, although it's also fast, well equipped and luxurious.

If you like the idea of an X6 but it just seems too big, unwieldy and costly, a BMW X4 might suit better; it's a shrunk X6, so you'll pay less to buy and run one.

## Verdict

THERE'S a noticeable element of style over substance with the X6, but if ultimate carrying capacity isn't your highest priority, then this is a car that's surprisingly easy to recommend. That's because, as you would expect of anything wearing that hallowed BMW badge, the X6 is genuinely enjoyable to drive, superbly put together and features all of the latest safety and luxury tech you could possibly ask for.

It's also supremely qualified for towing, so if you've got a large caravan, few vehicles will pull with such ease. Most of the cars for sale are still under warranty but, so far at least, reliability seems to be another of the X6's trump cards, making this a relatively painless car to own.



## Interior

SHARED with the X5, the X6's interior is swathed in premium materials and well stocked with the latest kit. There's lots of space up front, but headroom in the rear is somewhat restricted by the sloping roofline. All-round visibility isn't great, either (although the optional Surround View system helps). Boot space expands from 580 to 1,525 litres; the latter figure trails the X5's by 345 litres.

## Contacts

**Official**  
[www.bmw.co.uk](http://www.bmw.co.uk)

**Forums**  
<https://xdrivers.co.uk>  
[www.bimmerforums.co.uk](http://www.bimmerforums.co.uk)  
[www.xbimmers.com](http://www.xbimmers.com)





## NEED TO KNOW

The xDrive30d, xDrive40d and M50d all feature a six-cylinder diesel; the xDrive50i and X6 M have a twin-turbo 4.4-litre V8

### Performance

0-62mph/top speed  
6.7 seconds/143mph



### Running costs

40mpg (xDrive40d)  
£114 fill-up



### CO<sub>2</sub>/tax

183g/km  
£250/£450



## How much?

	2018	2017	2016	2015
Model				
X6 xDrive50i M Sport	£56,105	£51,563	£45,570	£39,790
Finance per month*	£740	£675	£533	£467
X6 xDrive30d SE	N/A	£36,048	£32,830	£29,596
Finance per month*	N/A	£417	£390	£359
X6 xDrive30d M Sport	£42,714	£40,213	£36,358	£32,734
Finance per month*	£507	£461	£436	£390
X6 xDrive40d M Sport	£43,857	£41,001	£37,338	£33,469
Finance per month*	£520	£502	£458	£407
X6 M50d	£49,655	£46,583	£42,238	£37,634
Finance per month*	£609	£543	£497	£426

\*Prices from BuyaCar.co.uk; quotes based on a 10% deposit

YOU might find an X6 for less than £30k, but this is the starting point for an early car with around 60,000 miles. Although the 30d is the most common derivative, there are quite a few 40ds on sale, and prices start at £32,000.

M50ds are a lot more unusual but they are about, and cost at least £38,000. We found just a handful of X6 xDrive50is for sale, all priced between £50,000 and £60,000. As you'd expect, X6 Ms are rare. Prices start at just under £50,000 for a 40,000-mile, 65-plate car.

## Running costs

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
X6 xDrive30d	41-43	40-47mpg	157-183g/km	£195-£250
X6 xDrive40d	43-45	40-44mpg	165-183g/km	£195-£250
X6 M50d	47	36-42mpg	174-205g/km	£230-£315
X6 xDrive50i	46-47	29mpg	225-227g/km	£315-£540
X6 M	50	25mpg	258g/km	£555

A list price of over £40,000 means all X6s registered after 1 April 2017 cost £450 a year to tax. This will drop to £140 after year six.

CONDITION-based servicing flags up when the X6 needs a check-up and which parts are required. The longest a car can go between services is two years or 18,000 miles, with prices pegged at £217-£545 for the 30d and 40d, £219-£569 for a 50d, £261-£661 for a 50i and £223-£810 for an X6 M. Each of these lowest prices (which is for an oil change only) drops to £129 once an X6 is four years old. Look out for three-year/36,000-mile Service Inclusive packages. All engines are chain-driven.

## Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£157.88	£65.99
Front brake discs (pair)	£245.11	£185.98
Door mirror glass (electric)	£108	£20.98*
Front wiper set	£56.51	£17.98

Prices for a 2015 X6 xDrive30d. Dealer figures supplied by Rybrook BMW Wolverhampton, W Mids ([www.rybrook.co.uk](http://www.rybrook.co.uk)). Independent prices: [www.eurocarparts.com](http://www.eurocarparts.com). \*From [www.carwingmirrors.co.uk](http://www.carwingmirrors.co.uk).

## Recalls

THE original X6 was recalled eight times between 2009 and 2016 for problems including brake disc failure, electrical short circuits and failure of the steering power assistance. This latter issue also affected Mk2 cars built up to December 2015. These could suffer from contact failure, which could lead to a short circuit; as BMW put it, this could cause "a localised thermal event".

**Head-up display** Another worthwhile and sought-after option is the head-up display, which shows five pieces of information to the driver.



[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

### OUR VIEW

NEITHER the X6 nor its X5 sibling has appeared in our Driver Power satisfaction surveys in recent years, but it's clear the owners who have responded are generally pleased with their purchases. The average owner's score for the X6 on our sister title Carbuyer.co.uk is 4.7 out of 5 (the X5 gets 4.4); a stiff ride for one driver is the only black mark on an otherwise clean sheet.

### YOUR VIEW

KEVIN Horrocks from Congleton, Cheshire, owns a 2016 X6 xDrive30d, and loves its all-round ability. "It's a brilliant car because it does everything so well," he told us. "It's fast, comfortable, luxurious, feels very safe, and reliability has been excellent. It makes mincemeat of pulling the family caravan and it's not even that thirsty in everyday use; I average over 30mpg."



## Expert's verdict

from trade insider  
Quentin Willson

THE BMW X6 is a fantastic car to drive, with a wide variety of engines for buyers to choose from, as well as a superbly luxurious interior, top-of-the-range build quality and a reassuringly large number of safety features. That being said, this is also an expensive car to buy and run, plus it is considerably less spacious than its X5 sister model, which may be a drawback for some.

### Common faults

FREQUENT repair requests include issues related to the suspension, engine and gearbox. Repairing these can be an extremely expensive endeavour, costing anywhere between £1,000 and £10,000.

**12 Months' Extended Warranty Price: £483**

Prices start from £43 per month with Warrantywise

Sponsored by

**Warrantywise**





# The sky's the limit

Winter is the time to bag a bargain second-hand drop-top. But which of this trio is best?

## DS 3 Cabrio



Inside, DS 3 features loads of equipment

### Cabrio Elegance PureTech 130

**Years:** 2016 to date **Engine:** 1.2-litre 4cyl, 129bhp  
**Ins group:** 24 **Official econ/CO<sub>2</sub>:** 62.8mpg/105g/km  
**Why?** Used DS 3 Cabrios are plentiful, while funky styling and a series of special editions add appeal.

**Prices from: £8,640**

HEAVY depreciation makes the DS 3 Cabrio an attainable option for second-hand buyers wanting some open-air fun. The car offers the biggest boot of this trio, as well as the most standard equipment and the most torque.

It's the least engaging model to drive, though, and while fuel economy looks strong on paper, when we tested the DS 3 Cabrio it was the least efficient choice here.

The standard DS 3 came 40th in our Driver Power 2018 used car satisfaction poll, with owners saying it's stylish and fun to drive, but has an uninspiring infotainment system.

## Fiat 500C



Retro exterior style continues inside 500C

### 500C 0.9 TwinAir Lounge

**Years:** 2016 to date **Engine:** 0.9-litre 2cyl, 104bhp  
**Ins group:** 17 **Official econ/CO<sub>2</sub>:** 67.3mpg/99g/km  
**Why?** The 500C provides fashionable styling and a retro feel at a tempting price point.

**Prices from: £7,250**

THE TwinAir engine powering the Fiat 500C seems to have it all: a healthy power output, low emissions, affordable running costs and a buzzy, excitable soundtrack.

The experience is only improved by removing the city car's hood, even if the set-up is little more than an extended fabric sunroof. But what the Fiat lacks here, it more than makes up for in retro style.

Second-hand prices are the icing on the cake, with the 500C offering big savings over these rivals. The regular 500 finished 52nd in our Driver Power 2018 used survey.

## MINI Convertible



Large central display sets the MINI apart

### Cooper Convertible

**Years:** 2016 to date **Engine:** 1.4-litre 3cyl, 134bhp  
**Ins group:** 19 **Official econ/CO<sub>2</sub>:** 57.6mpg/114g/km  
**Why?** With space for four and a traditional soft-top, MINI offers authentic convertible experience.

**Prices from: £10,500**

THANKS to its traditional folding roof, the Cooper Convertible provides more of a full open-top experience than the Fiat or the DS.

It's also the most powerful choice here, with the most capable chassis, and offers an entertaining driving experience, while myriad personalisation options mean plenty of variety on the second-hand market.

Prices remain strong, however, with even the cheapest examples commanding a big premium over the DS and Fiat. The standard MINI hatch ranked 35th in our Driver Power used poll, outranking the other cars.

## Verdict

### 1 Fiat 500C ★★★★★

APPEALING second-hand prices do much to justify the 500C's top spot here, but these are backed up by attractive looks, equally appealing running costs and a characterful engine.

### 2 MINI ★★★★★

STRONG residual values are likely to deter some buyers, although the drop-top MINI's handling and premium image still hold plenty of appeal on the second-hand market.

### 3 DS 3 Cabrio ★★★★★

WHILE heavy depreciation from new makes the DS 3 an affordable used drop-top, it doesn't offer the 500C's value or the MINI's handling prowess. So it brings up the rear here.



# WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



If your car goes wrong, you could be faced with wallet busting repair bills, not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks.

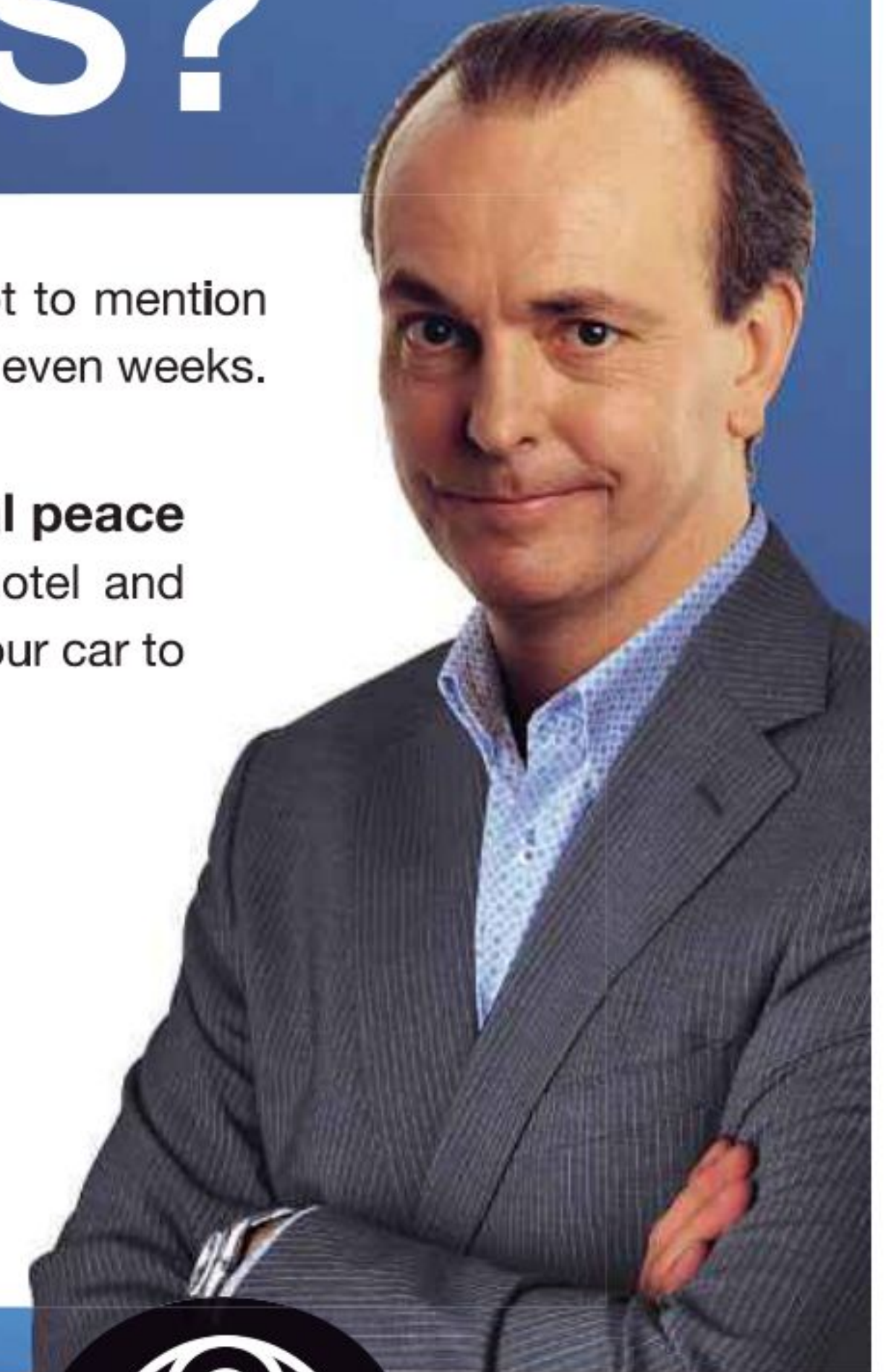
**An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang!** All of our plans include car hire, hotel and onwards travel expenses, as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

**Prices start from just £19 per month.**  
Best of all, its been designed by motoring consumer champion, Quentin Willson.

*Quentin Willson*  
Designed by Quentin Willson



**Pre-Purchase Vehicle Inspections - NOW AVAILABLE**  
Visit [warrantywise.co.uk/inspection](http://warrantywise.co.uk/inspection) or call 0800 121 4760



**Get a Quote Online**  
[warrantywise.co.uk/AutoExpress](http://warrantywise.co.uk/AutoExpress)



**Call us on Freephone**  
**0800 121 4770**



**Warrantywise**  
The UK's Best Used Car Warranty

## Insurance tailored around you and your car

At Adrian Flux we have over 40 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 085 5000** compared to online.



**Ask our experienced staff about:**

**Club member discounts**  
**Agreed valuations**  
**Limited mileage discounts**  
**European breakdown cover**  
**Driving other vehicles**

**Call us today on: 0800 085 5000**

Mon-Thu 9am-9pm, Fri 9am-7pm Sat 9am-4pm. Authorised & regulated by the Financial Conduct Authority

[adrianflux.co.uk](http://adrianflux.co.uk)

**ADRIAN FLUX**





MidlandCredit.co.uk

Getting the Nation Driving

**NEED CAR FINANCE?**

**BUY ANY CAR**  
*from any* **DEALER**



**FAST DECISION**  
**WITHIN 1 HOUR**



**NO DEPOSIT**



**POOR CREDIT**



**NO FEES**



26.9% APR REPRESENTATIVE



TRUSTPILOT

**FINANCE FROM**  
**£3,000 to £50,000**

**NO ADMIN FEES**



**APPLY ONLINE NOW!**

**www.midlandcredit.co.uk**



*Or Call us NOW on*  
**03339 00 00 00**



Midland Credit Ltd is a licensed credit broker and not a Lender and is authorised and regulated by the Financial Conduct Authority for consumer credit  
FCA no. 732202. 26.9% Apr representative written quotations available upon request, the rate you will be offered will depend upon your personal circumstances





## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and first registration.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ROAD TAX:** When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,000 for vehicles emitting over 255g/km of CO<sub>2</sub>. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

VEHICLES BELOW £40,000			VEHICLES OVER £40,000		
Electric vehicle:	£0		Electric vehicle:	£310	
Alternative fuel:	£130		Alternative fuel:	£440	
Petrol/diesel:	£140		Petrol or diesel:	£450	
Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.			After five years, vehicles costing more than £40,000 revert to the lower rates.		
Pick-up trucks: The models listed here pay a flat rate of road tax, at £250 per year.					

**EURO NCAP RATING:** At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five stars, although the test has been made tougher over the years, so not all ratings are directly comparable.

	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>ABARTH</b>					
Dealers: 82 / Warranty: 3 years/60000 miles					
<b>595/695</b> - 3660x1627mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> 65th					
1.4 T-Jet (145) 595	42.2	7.8	151	29	£15980
1.4 T-Jet (160) 595 Trofeo	40.9	7.3	158	30	£18480
1.4 T-Jet (165) 595 Turismo	41.5	7.3	155	30	£19180
1.4 T-Jet (180) 595 Competizione	41.5	6.7	155	34	£21280
1.4 T-Jet (180) 695 Rivale	41.5	6.7	158	35	£23380
Auto: add £1350 (not 595/Trofeo), 595C: add £2000					

<b>124 Spider</b> - 4054x1740mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
1.4T MultiAir (170) Scorpione	44.1	6.8	148	29	£26925
1.4T MultiAir (170)	44.1	6.8	148	29	£29625
1.4T MultiAir (170) GT	44.1	6.8	148	29	£33625
Auto: £2310 (not Scorpione), Heritage: same price as standard					

<b>ALFA ROMEO</b>					
Dealers: 55 / Warranty: 5 years/75000 miles					
<b>MiTo</b> - 4063x1720mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
0.9T TwinAir (105)	67.3	11.4	99	13	£15505
1.4T MultiAir (170) TCT Veloce	52.3	7.3	124	27	£21385
1.3 JTDM-2 (95)	83.1	12.9	89	11	£16105
Speciale: add £2450 to 1.3 JTDM (95)					

<b>Giulietta</b> - 4351x1798mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
1.4T (120)	45.6	9.4	144	15	£19960
1.4T MultiAir (150) Super	51.4	8.2	127	19	£22515
1.75 TBI (240) TCT Veloce	41.5	6.0	157	30	£30205
1.6 JTDM-2 (120) Super	74.3	10.0	99	17	£22495
2.0 JTDM-2 (150) Super	67.3	8.8	110	21	£23715
Auto: add £1400 to 1.6 JTDM-2, Sport: add £1250 to Giulietta, Speciale: add £3350 to 1.4 MultiAir Super					

<b>Giulia</b> - 4639x1873mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 3rd					
2.0T (200) TCT Super	41.5	6.6	157	24	£32490
2.0T (280) TCT Veloce	40.9	5.7	160	34	£38795
2.0T (280) TCT Veloce TI	40.9	5.7	160	36	£45500
2.9TT (510) TCT Quadrifoglio	30.7	3.9	212	46	£62500
2.2 JTDM (160) TCT Super	57.6	8.2	129	22	£33140

<b>Stelvio</b> - 4687x1903mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
2.0T (200) TCT AWD Super	34.9	7.2	187	30	£37590
2.0T (280) TCT AWD Milano	35.8	5.7	182	30	£46490
2.9TT (510) TCT Quadrifoglio	28.8	3.8	227	50	£69500
2.2 JTDM (190) TCT RWD Super	51.4	7.6	145	29	£36990
2.2 JTDM (190) TCT AWD Super	46.3	7.6	160	30	£39105
2.2 JTDM (210) TCT AWD Milano	49.6	6.6	149	33	£45090

<b>4C Spider</b> - 3989x2090mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
1.75 TBI (240) TCT 4C Spider	40.9	4.5	161	50	£59835

<b>ALPINA</b>					
Dealers: 7 / Warranty: 3 years/60000 miles					
<b>D3 BiTurbo</b> - 4632x1811mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0 (350) auto D3 saloon	53.3	4.6	139	50	£51040
3.0 (350) auto D3 Touring	52.3	4.6	142	50	£51295

<b>B3 S BiTurbo</b> - 4632x1811mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0TT (410) auto B3 S saloon	35.8	4.3	180	49	£62755
3.0TT (410) auto B3 S Touring	34.9	4.3	185	49	£63030

<b>D4 BiTurbo</b> - 4640x1825mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0 (350) auto D4 Coupe	53.3	4.6	139	50	£51320
3.0 (350) auto D4 Convertible	47.6	5.0	155	50	£55595

<b>B4 S BiTurbo</b> - 4640x1825mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0TT (410) auto B4 S Coupe	35.8	4.2	180	50	£63030
3.0TT (410) auto B4 S Convertible	34.0	4.3	190	50	£67030

<b>D5 S BiTurbo</b> - 4956x1868mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0 (326) auto D5 S saloon	46.3	4.9	161	50	£63055

<b>B5 BiTurbo</b> - 4956x1868mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
4.4 V8TT (608) auto B5 saloon	27.4	3.5	239	50	£89785
4.4 V8TT (608) auto B5 Touring	27.2	3.6	241	50	£91785

<b>B7 BiTurbo</b> - 5250x1902mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
4.4 V8TT (608) auto B7	29.4	4.2	222	50	£115355

<b>XD3 BiTurbo</b> - 4732x1897mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0 (333) auto XD3	44.1	4.9	173	50	£57335

<b>ALPINE</b>					
Dealers: 7 / Warranty: 3 years/60000 miles					
<b>A110</b> - 4180x1798mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
1.8T (252) DCT Pure	46.0	4.5	141	50	£46905
1.8T (252) DCT Légende	46.0	4.5	141	50	£50805

<b>ASTON MARTIN</b>					
Dealers: 20 / Warranty: 3 years/unlimited miles					
<b>Rapide S</b> - 5020x2140mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
6.0 V12 (560) auto Rapide S	21.9	4.4	300	50	£149500
6.0 V12 (595) auto Rapide AMR	21.9	4.4	300	50	£194950

<b>Vantage</b> - 4465x1942mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
4.0 V8 (510) auto Vantage	26.9	3.6	245	50	£120900

<b>DB11</b> - 4739x1940mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
4.0 V8 (510) auto DB11	28.5	4.0	230	50	£144900
5.2 V12 (608) auto DB11	24.8	3.9	265	50	£157900
5.2 V12 (630) auto DB11 AMR	24.8	3.7	265	50	£174995
DB11 V8 Volante: add £15000					

<b>DBS</b> - 4712x1940mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
5.2 V12 (725) auto Superleggera	23.0	3.4	285	50	£225000

<b>Vanquish</b> - 4728x1912mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
6.0 V12 (600) auto Vanquish S	21.6	3.5	298	50	£199950
Volante: add £12000					

<b>AUDI</b>					
Dealers: 118 / Warranty: 3 years/60000 miles					
<b>A1 Sportback</b> - 4029x1740mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
1.0 (116) 30 TFSI SE	58.9	9.5	108	19	£18540
1.0 (116) 30 TFSI Sport	57.6	9.5	111	20	£20010
1.0 (116) 30 TFSI S line	57.6	9.5	111	20	£21660
S tronic: add £1520-£1540					

<b>A3 Sportback</b> - 4237x1777mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 46th					

1.0 TFSI (116) SE Technik	62.8	9.9	104	19	£21810
1.0 TFSI (116) Sport	60.1	9.9	107	19	£22965
1.5 TFSI (150) SE Technik	56.5	8.2	114	23	£23980
1.5 TFSI (150) Sport	55.4	8.2	117	24	£25135
2.0 TFSI (190) Sport	50.4	6.9	129	30	£26915
2.0 TFSI (190) quat S tronic S line	47.9	6.2	134	32	£32085
2.0 TFSI (310) quattro S tronic S3	43.5	4.6	150	39	£35805
2.5 TFSI (400) quattro S tronic RS3	34.0	4.1	189	46	£44755
1.4 TFSI (150) S tronic e-tron	176.0	7.6	38	33	£36465
1.6 TDI (116) SE Technik	70.6	10.4	106	19	£24080
1.6 TDI (116) Sport	68.9	10.4	108	19	£25235
2.0 TDI (150) SE Technik	67.3	8.6	109	25	£25430
2.0 TDI (150) Sport	65.7	8.6	111	25	£26625
2.0 TDI (184) quattro S tron S line	56.5	6.9	130	30	£33025
S tronic auto: add £1530-£1550 (selected models), S line: add £2150 to Sport, Black Edition: add £1350 to S line, add £1550 to S3, A3 Saloon: add £565, A3 Cabriolet: add £4590, quattro: add					

£1560 to 2.0 TFSI S Tronic, add £980 to 2.0 TDI					
---	--	--	--	--	--

<b>A4</b> - 4726x1842mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 44th					

1.4 TFSI (150) SE	53.
-------------------	-----



	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 (150) 318d SE	61.4	9.0	121	22	£31710
2.0 (150) 318d M Sport	60.1	9.0	123	23	£33910
2.0 (190) 320d SE	58.9	7.5	125	28	£32870
2.0 (190) 320d M Sport	57.6	7.5	127	28	£35070
3.0 (258) auto 330d M Sport	51.4	5.6	146	37	£41070
3.0 (313) auto 335d M Sport xD	45.6	4.8	164	40	£44075
Auto: add £1730-£1420, xDrive: add £1550, Touring: add £1300-£1340, Sport: add £300 to SE, Gran Turismo: add £2555 (selected models), Competition Pack: add £3000 to M3					

**5 Series** - 4936x1868mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** 21st

2.0 (187) auto 520i SE	52.3	7.8	132	30	£36755
2.0 (252) auto 530i SE	48.7	6.2	135	35	£41900
3.0 (340) auto 540i xDrive SE	36.2	4.8	176	39	£49225
4.4 V8TT (608) auto M5	26.1	3.4	246	49	£89705
2.0T hybrid (252) auto 530e SE	128.4	6.2	49	36	£45810
2.0 (150) auto 518d SE	62.7	8.8	116	30	£36275
2.0 (190) auto 520d SE	56.4	7.5	117	30	£37775
2.0 (234) auto 525d SE	57.6	6.6	128	37	£42630
3.0 (265) auto 530d SE	55.3	5.7	134	41	£46195
M Sport: add £3300, xDrive: add £2020 to 520d, £2040 to 530d, Touring: add £2220-£2500 (not 530e/M5), Competition Pack: add £6500 to M5					

**6 Series Gran Turismo** - 5091x1901mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** N/A

2.0 (262) auto 630i SE	43.4	6.3	148	41	£47930
3.0 (340) auto 640i xDrive SE	34.8	5.3	184	42	£55265
2.0 (190) auto 620d SE	58.8	7.9	127	43	£43785
3.0 (265) auto 630d SE	51.3	6.1	146	43	£52225
M Sport: add £3900-£3640, xDrive: add £2040 to 630d					

**7 Series** - 5098-5238x1902mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0T hybrid (326) auto 740e	117.7	5.4	54	47	£71740
2.0 (234) auto 725d	59.4	6.9	132	44	£63040
3.0 (265) auto 730d	52.3	6.1	143	46	£67130
3.0 (320) auto 740d xDrive	47.0	5.2	159	47	£75085
xDrive: add £2640 to 730d, Exclusive: add £1500, M Sport: add £5000, long wheelbase: add £4000 to 725d, 730d, 740d, add £6550 to 740e (also adds xDrive)					

**2 Series Active Tourer** - 4342x1800mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** N/A

1.5T (136) 218i SE	48.7	9.3	132	13	£24910
2.0T (192) auto 220i SE	48.7	7.4	133	20	£28285
1.5T hybrid (224) at 225xe Sport	113.0	6.7	57	23	£34485
1.5 (116) 216d SE	65.7	10.6	112	11	£25865
2.0 (150) 218d SE	62.8	8.9	119	15	£27060
2.0 (190) auto 220d SE	64.2	7.5	117	21	£30250
Auto: add £1350 to 218i/216d, add £1600 to 218d, Sport: add £1430 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £1500 to 220d, 2 Series Gran Tourer: add £1865-£2090 (not 225xe)					

**X1** - 4439x1821mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** N/A

1.5T (140) sDrive18i SE	48.7	9.6	132	23	£27630
2.0T (192) auto sDrive20i SE	47.1	7.4	136	31	£30710
2.0 (150) sDrive18d SE	61.4	9.2	120	25	£29280
2.0 (190) auto xDrive20d SE	58.9	7.6	126	30	£33300
Auto: add £1550 to 18i/18d/20d, xDrive: add £1500 to sDrive, Sport: add £1500 to SE, xLine/M Sport: add £3000 to SE					

**X2** - 4360x1824mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 (192) auto sDrive20i SE	48.7	7.7	133	29	£31490
2.0 (150) auto sDrive18d SE	62.8	9.3	119	29	£30040
2.0 (190) auto xDrive20d SE	60.1	7.7	124	24	£34030
2.0 (190) auto xDrive20d M Sport	58.9	7.7	126	27	£37580
Sport: add £1550 to SE, M Sport X: add £800 to M Sport					

**X3** - 4657x1881mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** N/A

2.0 (184) auto xDrive20i SE	39.8	8.3	163	30	£39120
3.0 (360) auto xDrive M40i	31.0	4.8	206	40	£52865
2.0 (190) auto xDrive20d SE	53.3	8.0	140	30	£40120
3.0 (265) auto xDrive30d SE	48.7	5.8	154	40	£46055
3.0 (326) auto xDrive M40d	44.1	4.9	205	40	£52455
xLine: add £900 to 20d, add £1200 to 30d, M Sport: add £2500 to 20d, add £2800 to 30d					

**X4** - 4752x1918mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 (360) auto xDrive M40i	44.1	4.9	205	43	£55725
2.0 (190) auto xDrive20d Sport	52.3	8.0	142	31	£42900
2.0 (190) auto xDrive30d Sport	48.7	5.8	153	31	£42900
3.0 (331) auto M40d	44.1	4.9	170	43	£55315
M Sport: add £2700 to Sport, M Sport X: add £4100 to Sport					

**X5** - 4922x2004mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 (340) auto xDrive40i xLine	33.2	5.5	193	N/A	£58885
2.0 (245) auto xDrive30d xLine	47.0	6.5	158	N/A	£57495
4.4 V8TT (575) auto M50d	41.5	5.2	179	N/A	£71475
M Sport: add £3500 to xLine					

**X6** - 4909x1989mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.4 V8 (449) at xDrive50i M Sport	29.1	4.8	227	46	£72715
4.4 V8TT (575) auto X6 M	25.4	4.2	258	50	£100155
3.0 (258) auto xDrive30d M Sport	40.3	6.7	183	42	£61105
3.0 (313) auto xDrive40d M Sport	40.3	5.8	183	44	£63825
3.0 (381) auto M50d	36.2	5.2	205	47	£72705

**2 Series Coupe** - 4432x1774mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 50th

1.5T (136) 218i SE	45.6	7.0	140	24	£25060
2.0T (184) auto 220i Sport	47.9	7.0	135	32	£30545
2.0T (184) auto 220i M Sport	47.9	7.0	135	26	£32145
2.0T (245) auto 230i M Sport	47.9	5.6	135	38	£33015
3.0TT (326) auto M240i	38.7	4.6	167	41	£38675
3.0TT (370) M2	33.2	4.5	199	47	£46740
2.0 (150) 218d SE	61.4	8.2	120	25	£27200
2.0 (190) 220d Sport	61.4	7.1	122	31	£29930
2.0 (190) 220d M Sport	61.4	7.1	122	27	£31530
2.0 (224) auto 225d M Sport	60.1	6.2	124	35	£35425

	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesels, £2235 to M2, Sport: add £1000 to SE, Convertible: add £3100-£3450, M2 Competition: add £3065 to M2					

**4 Series Coupe** - 4638x1825mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 54th

2.0T (184) 420i Sport	42.8	7.3	151	32	£34300
3.0T (326) auto 440i M Sport	41.5	5.0	170	41	£45530
3.0TT (431) M4	32.1	4.3	204	42	£60985
2.0 (190) 420d Sport	58.9	7.3	125	32	£36575
3.0 (258) auto 430d M Sport	51.4	5.5	144	39	£43735
3.0 (313) auto 435d xD M Sport	45.6	4.7	162	42	£48985
Auto: add £1675, M Sport: add £1350 to Sport, xDrive: add £1800 to 420i, add £1500 to 420d/430d, Competition Pack: add £3000 to M4, Gran Coupe: same as Coupe, Convertible: add £4200-£5880					

**8 Series Coupe** - 4843x1902mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.4 V8TT (530) auto M850i xDrive	29.1	3.7	221	50	£100045
3.0 (320) auto 840d xDrive	46.3	4.9	160	50	£76270

**i8** - 4689x1942mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.5 TT/eDrive (275kW) at Coupe	113.0	4.4	42	50	£112735
1.5 TT/eDrive (275kW) at Roadster	148.6	4.4	46	50	£124735

**CITROEN**

Dealers: 196 / Warranty: 3 years/60000 miles

**C-Zero** - 3475x1475mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** N/A

64hp auto C-Zero	N/A	15.9	0	28	£20495
------------------	-----	------	---	----	--------

**C1** - 3466x1884mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** 59th

1.0 VTi (72) Touch 3dr	68.9	12.6	93	6	£9185
1.0 VTi (72) Feel 3dr	68.9	12.6	93	6	£11035
1.0 VTi (72) Urban Ride 5dr	68.9	12.6	93	6	£12225
1.0 VTi (72) ELLE 5dr	68.9	12.6	93	6	£12705
1.0 VTi (68) ETG Feel 5dr	67.3	15.7	95	7	£11935
5dr: add £400 to 3dr Feel/Flair, Flair: add £790 to Feel, Airscape: add £930 to Feel & Flair 5dr					

**C3** - 3941x1728mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** 72nd

1.2 PureTech (68) Touch	58.9	14.4	110	8	£11560
1.2 PureTech (82) Feel	58.9	13.2	110	10	£14700
1.2 PureTech (110) Flair S&S	60.1	9.3	108	16	£17050
1.6 BlueHDi (100) Feel S&S	76.3	10.0	97	20	£17100
Feel: add £2440 to Touch, Flair: add £1050 to Feel					

**C4 Cactus** - 4157x1729mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** 74th

1.2 PureTech (110) S&S Feel	55.4	9.2	117	19	£18090
1.2 PureTech (110) S&S EAT6 Flair	55.4	9.2	117	16	£21290
1.2 PureTech (130) S&S Feel	56.5	8.1	113	19	£18840
1.5 BlueHDi (100) Feel	70.6	10.0	97	19	£19140
Flair: add £1900 to Feel					

**Berlingo** - 4403x1844mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.2 PureTech (110) Feel	51.4	11.5	125	10	£19070
1.5 BlueHDi (75) Feel	68.9	16.5	108	8	£18850
1.5 BlueHDi (100) Feel	65.7	12.3	112	11	£19600
1.5 BlueHDi (130) Feel	65.7	10.3	114	14	£20720
Auto: add £1400 to 1.5 BlueHDi (130), Flair: add £2250 (not 1.5 BlueHDi 75), XL (7-seater): add £1700					

**C4 SpaceTourer** - 4428-4597x1826mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.2 PureTech (130) Touch Edition	54.3	10.1	119	18	£21725
1.2 PureTech (130) Feel	54.3	10.1	119	18	£23100
1.5 BlueHDi (130) Touch Edition	70.6	10.4	105	25	£23360
1.5 BlueHDi (130) Feel	70.6	10.4	105	25	£24735
2.0 BlueHDi (160) EAT8 Feel	60.1	10.1	124	25	£27550
Flair: add £2285-£2735 to Feel, Grand C4 SpaceTourer: add £1770					

**SpaceTourer** - 4428-4597x1826mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.5 BlueHDi (120) Feel	58.9	12.0	126	15	£32980
1.5 BlueHDi (120) Feel XL	58.9	12.0	127	15	£33680
2.0 BlueHDi (150) Feel	51.4	11.0	144	21	£34460
2.0 BlueHDi (150) Feel XL	51.4	11.0	145	21	£35160
2.0 BlueHDi (180) EAT8 Feel	47.1	11.0	159	24	£37140
2.0 BlueHDi (180) EAT8 Flair XL	46.3	11.0	160	24	£43875
Rip Curl: add £2165 to Feel (not XL, not EAT8), Flair: add £6035 to Feel BlueHDi 150/180 (not XL)					

**C3 Aircross** - 4154x1765mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** N/A

1.2 PureTech (82) Touch	56.5	15.9	118	6	£14700
1.2 PureTech (82) Feel	56.5	15.9	118	6	£15805
1.2 PureTech (110) S&S Feel	58.9	11.3	109	13	£17005
1.2 PureTech (130) S&S Feel	64.2	10.4	119	16	£17395
1.6 BlueHDi (100) Feel	70.6	12.8	105	15	£17845
1.6 BlueHDi (130) S&S Feel	68.9	10.6	107	18	£18135
Auto: add £1200 to 1.2 PureTech (110), Flair: add £1800 to Feel					

**C5 Aircross** - 4500x1859mm, **EURO-NCAP**★★★★★  
**DRIVER POWER POS:** N/A

1.2 PureTech (130) Feel	53.3	10.5	121	N/A	£23225
1.2 PureTech (130) Flair	53.3	10.5	121	N/A	£25325
1.6 PureTech (180) auto Flair	49.6	8.2	131	N/A	£28325
1.5 BlueHDi (130) Feel	68.9	10.4	108	N/A	£24725
1.5 BlueHDi (130) Flair	68.9	10.4	108	N/A	£26825
2.0 BlueHDi (180) Flair	58.9	8.6	126	N/A	£30325
Auto: add £1600 to 1.5 BlueHDi, Flair Plus: add £2400 to Flair					



	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
DRIVER POWER POS: 34th					
1.0T EcoBoost (100) Zetec	50.4	12.9	127	14	£21945
1.0T EcoBoost (125) Zetec	49.6	11.4	129	16	£22445
1.5T EcoBoost (150) Zetec	37.2	10.2	174	17	£24820
1.5 TdGi (120) Zetec	60.1	11.3	125	17	£23345
Auto: add £1250 to diesels, Titanium: add £1850 to Zetec, Titanium X: add £1900 to Titanium, Grand C-MAX: add £1600					
S-MAX - 4796x1916mm, <b>EURO-NCAP</b> ★★★★★					
DRIVER POWER POS: N/A					
1.5T EcoBoost (160) Zetec	43.5	9.9	149	19	£26450
1.5T EcoBoost (160) Titanium	43.5	9.9	149	19	£28350
2.0T EcoBoost (240) auto ST-Line	35.8	8.4	180	26	£33975
2.0 TdGi (120) Zetec	56.5	13.4	129	16	£27290
2.0 TdGi (150) Zetec	56.5	10.8	129	20	£28040
2.0 TdGi (150) Titanium	56.5	10.8	129	20	£29940
2.0 TdGi (180) Titanium	56.5	9.7	129	20	£30690
2.0 TdGi (180) auto 4WD ST-Line	48.7	10.5	149	24	£35660
2.0 TdGi (210) auto ST-Line	51.4	8.8	144	27	£34910
Auto: add £1550, 4WD: add £1500, ST-Line: add £1490 to Titanium, Vignale: add £3200 to Titanium					
Galaxy - 4848x1916mm, <b>EURO-NCAP</b> ★★★★★					
DRIVER POWER POS: N/A					
1.5T EcoBoost (160) Zetec	43.5	10.0	149	19	£28000
1.5T EcoBoost (160) Titanium	43.5	10.0	149	20	£30450
2.0T E'Boost (240) aut Titanium X	50.0	8.6	180	26	£37475
2.0 TdGi (120) Zetec	56.5	13.6	129	17	£29690
2.0 TdGi (150) Zetec	56.5	10.9	129	20	£30440
2.0 TdGi (150) Titanium	56.5	10.9	129	21	£31990
2.0 TdGi (180) Titanium	56.5	9.8	129	24	£32740
2.0 TdGi (210) auto Titanium X	51.4	8.9	144	28	£38310
Auto: add £1550, 4WD: add £1365-1550, Titanium X: add £3100 to Titanium					
EcoSport - 4096x1765mm, <b>EURO-NCAP</b> N/A					
DRIVER POWER POS: N/A					
1.0T EcoBoost (100) Zetec	53.3	11.9	121	12	£17545
1.0T EcoBoost (125) Zetec	53.3	12.7	120	12	£18195
1.0T EcoBoost (140) ST-Line	53.3	11.8	119	16	£21645
1.5 TdGi (100) Zetec	67.3	14.0	111	12	£19085
1.5 TdGi (125) Titanium	64.2	10.7	113	14	£22000
Auto: add £1300 to EcoBoost (125), Titanium: add £2250 to Zetec, ST-Line: add £800 to Titanium (not 1.5 TdGi (100)), 4WD: add £1150 to 1.5 EcoBlue					
Ranger - 5359x1850mm, <b>EURO-NCAP</b> ★★★★★					
DRIVER POWER POS: N/A					
2.2 TdGi (160) Double Cab XL	36.2	12.3	206	11	£27235
2.2 TdGi (160) Double Cab XLT	36.2	12.3	206	11	£29035
2.2 TdGi (160) Double Cab Limited	36.2	12.3	206	12	£31615
3.2 TdGi (200) Double Cab Limited	29.1	10.3	256	12	£32575
3.2 TdGi (200) Dbl Cab Wildtrak	29.1	10.3	221	12	£34915
Auto: add £1020, Limited 2: add £600 to Limited					
Kuga - 4524x1838mm, <b>EURO-NCAP</b> N/A					
DRIVER POWER POS: 32nd					
1.5T EcoBoost (120) Zetec FWD	44.8	12.5	145	14	£22910
1.5T EcoBoost (150) Zetec FWD	42.8	9.7	154	20	£24010
1.5T E'Boost (182) at Zetec AWD	36.7	9.7	179	21	£28835
1.5 TdGi (120) Zetec FWD	64.2	12.7	115	15	£25000
2.0 TdGi (150) Zetec AWD	47.9	10.7	154	21	£27425
2.0 TdGi (180) Titanium AWD	47.9	10.7	154	21	£30785
Auto: add £1650, Titanium: add £1650-£2450 to Zetec, Titanium X: add £2650 to Titanium, ST-Line: add £1600 to Titanium, ST-Line X: add £2000 to ST-Line, Vignale: add £7100 to Zetec					
Edge - 4778x1928mm, <b>EURO-NCAP</b> ★★★★★					
DRIVER POWER POS: N/A					
2.0 TdGi (180) Titanium AWD	48.7	9.9	149	26	£35510
2.0 TdGi (210) auto Titanium AWD	48.7	9.4	149	30	£37760
ST-Line: add £3150 to Titanium, Vignale: add £5265 to Titanium					
Mustang - 4784x1916mm, <b>EURO-NCAP</b> ★★★★★					
DRIVER POWER POS: N/A					
2.3T (290) EcoBoost Fastback	31.3	N/A	199	42	£37045
5.0 V8 (450) GT Fastback	22.8	N/A	277	45	£42145
5.0 V8 (450) Bullitt	22.8	N/A	277	46	£47545
Auto: add £1500 to 2.3T, £2000 to GT, Convertible: add £3500					
HONDA					
Dealers: 196 / Warranty: 3 years/60000 miles					
Jazz - 3995x1694mm, <b>EURO-NCAP</b> ★★★★★					
DRIVER POWER POS: 40th					
1.3 i-VTEC (102) S	56.5	11.2	116	13	£14240
1.3 i-VTEC (102) SE	56.5	11.3	116	13	£15740
1.3 i-VTEC (102) CVT SE	58.9	12.2	111	13	£16840
1.5 i-VTEC (102) Sport	47.9	8.7	133	13	£17280
Auto: add £1100, EX: add £1000 to SE					
Civic - 4518x1799mm, <b>EURO-NCAP</b> ★★★★★					
DRIVER POWER POS: 9th					
1.0 VTEC (126) SE	58.9	11.2	110	15	£18895
1.0 VTEC (126) EX	58.9	11.2	110	15	£23620
1.5T VTEC (182) Sport	48.7	8.2	133	22	£23580
1.5T VTEC (182) Sport Plus	48.7	8.3	133	22	£26445
1.5T VTEC (182) Prestige	48.7	8.4	133	22	£27195
2.0T VTEC (320) Type R	36.7	5.8	176	40	£31525
2.0T VTEC (320) Type R GT	36.7	5.8	176	40	£33525
1.6 i-DTEC (120) SE	80.7	9.8	93	15	£20245
1.6 i-DTEC (120) EX	80.7	9.8	93	15	£24950
Auto: add £1400, SR: add £1865 to SE, 4dr: add £485-£525					
HR-V - 4294x1772mm, <b>EURO-NCAP</b> ★★★★★					
DRIVER POWER POS: N/A					
1.5 i-VTEC (130) S	50.4	10.2	130	21	£19550
1.5 i-VTEC (130) SE	49.6	10.4	134	18	£21660
1.5 i-VTEC (130) CVT EX	52.3	11.4	125	18	£26485
1.6 i-DTEC (120) S	70.6	10.0	104	20	£21305
1.6 i-DTEC (120) SE	68.9	10.2	108	20	£23500
Auto: add £970 to 1.5 i-VTEC (not S), EX: add £3450 to SE					
CR-V - 4570x1820mm, <b>EURO-NCAP</b> N/A					
DRIVER POWER POS: N/A					
1.5 VTEC (173) S 2WD	44.8	9.3	143	24	£25995
1.5 VTEC (173) SE 2WD	44.8	9.3	143	24	£27855

	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.5 VTEC (173) SE AWD	42.8	9.8	151	24	£29265
1.5 VTEC (173) SR AWD	42.8	9.8	151	24	£31745
1.5 VTEC (173) EX AWD	42.8	9.8	151	25	£34455
1.5 VTEC (193) auto SE AWD	39.8	10.0	162	24	£31265
1.5 VTEC (193) auto EX AWD	39.8	10.0	162	25	£36455
1.5 VTEC (193) auto SR AWD 7st	39.8	10.0	162	25	£35455
Auto: add £2000 to 1.5 (173) SR, 7 seats: add £1700 to 1.5 (173) SE/SR, 1.5 (193) SE					
NSX - 4470x1940mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.5 V6Tt (581) DCT AWD NSX	28.2	3.3	228	N/A	£144815
HYUNDAI					
Dealers: 173 / Warranty: 5 years/unlimited miles					
i10 - 3665x1660mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 68th					
1.0 (67) S	60.1	14.7	117	1	£9795
1.0 (67) SE	60.1	14.7	117	1	£11095
1.0 (67) SE Blue Drive 4 seat	70.6	14.9	93	1	£11325
1.0 (67) Go! SE	60.1	14.7	117	1	£11590
1.0 (67) Premium	60.1	14.9	117	1	£12225
1.2 (87) SE	57.6	12.1	125	4	£11595
1.2 (87) Premium	57.6	12.1	125	4	£12725
Auto: add £650 to 1.2, Premium SE: add £950 to 1.2 Premium					
i20 - 4035x1734mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 63rd					
1.2 (75) S Connect 5dr	49.6	13.6	130	6	£13995
1.2 (84) SE 3dr	55.4	13.1	119	5	£14015
1.2 (84) SE 5dr	51.4	13.1	126	9	£15495
1.2 (84) Premium Nav 3dr	55.4	13.1	119	5	£15415
1.0 T-GDi (100) SE 3dr	65.7	10.7	99	10	£14995
1.0 T-GDi (100) SE 5dr	65.5	10.7	114	13	£16395
1.0 T-GDi (100) Active 5dr	61.4	10.7	113	9	£16120
1.0 T-GDi (120) Premium SE 5dr	54.3	10.2	118	15	£18645
Auto: add £1250 to 1.0 T-GDi SE/Premium Nav, Premium Nav: add £750 to SE, Premium SE Nav: add £1800 to 1.2 SE					
i30 - 4340x1795mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.0 T-GDi (120) S	52.3	11.1	126	8	£17125
1.0 T-GDi (120) SE	51.4	11.1	126	9	£19165
1.0 T-GDi (120) Go! SE	56.5	11.1	115	8	£20105
1.0 T-GDi (120) SE Nav Fastback	54.3	11.5	120	8	£20310
1.0 T-GDi (120) Premium Fastback	54.3	11.5	120	9	£22110
1.4 T-GDi (140) SE Nav	52.3	8.9	132	14	£20725
1.4 T-GDi (140) SE Nav Fastback	51.4	9.2	129	14	£21060
1.4 T-GDi (140) N Line	48.7	8.9	133	14	£21255
1.4 T-GDi (140) Premium	48.7	8.9	132	15	£22525
1.4 T-GDi (140) Premium Fastback	49.6	9.2	134	15	£22860
2.0 T-GDi (250) N	36.7	6.4	176	27	£25760
2.0 T-GDi (275) N Performance	36.2	6.1	178	28	£28760
1.6 CRDi (110) SE	67.3	11.0	110	10	£20375
1.6 CRDi (110) Premium	67.3	11.0	110	11	£22945
Auto: add £960-£1000 to 1.4 T-GDi, add £960 to 1.6 CRDi (not SE), i30 Tourer: add £1100, Premium SE: add £1300 to Premium, N Line+: add £2000 to 1.4 T-GDi N Line					
Ioniq - 4470x1820mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.6 GDi Hybrid (141) SE	83.1	10.8	79	10	£21540
1.6 GDi Hybrid (141) Premium	83.1	10.8	79	10	£23340
1.6 GDi PHEV Hybrid (141) Prem	256.8	10.6	26	11	£28145
88kW EV Premium	N/A	10.2	0	16	£29995
Premium SE: add £1800					
i40 - 4740-4770x1815mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.7 CRDi (115) BD S	67.3	12.4	110	13	£20360
1.7 CRDi (115) BD SE Nav	67.3	12.4	110	13	£22360
1.7 CRDi (115) BD SE Nav Business	67.3	12.4	110	14	£23860
1.7 CRDi (141) BD S	65.7	10.3	114	18	£21180
1.7 CRDi (141) BD SE Nav	65.7	10.3	114	19	£23180
1.7 CRDi (141) DCT BD Premium	56.5	10.8	123	20	£28280
Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav					
ix20 - 4100x1765mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.4 Blue Drive (90) SE	50.4	12.8	130	9	£15450
1.4 Blue Drive (90) Premium Nav	50.4	12.8	130	9	£17250
1.6 Blue Drive (125) auto SE	43.5	11.5	150	12	£16850
1.6 Blue Drive (125) at Prem Nav	43.5	11.5	150	12	£18650
1.6 CRDi Blue Drive (115) SE	64.2	11.4	115	13	£17240
1.6 CRDi Blue Drive (115) Prem Nv	64.2	11.4	115	13	£19040
Kona - 4165x1800mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.0 T-GDi (120) S	54.3	12.0	117	9	£16750
1.0 T-GDi (120) Premium	52.3	12.0	128	10	£19350
1.6 T-GDi (177) DCT 4WD Prem GT	42.2	7.9	158	19	£25295
1.6 CRDi (115) SE	67.3	10.7	111	19	£19750
1.6 CRDi (136) DCT SE	64.2	10.2	114	19	£21050
39kWh SE	N/A	9.7	0	22	£29495
64kWh Premium	N/A	7.6	0	26	£33995
SE: add £1300 to S, Premium SE: add £2400 to 1.0T Premium, add £2660 to 1.6 CRDi Premium					
iucson - 4475x1850mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 23rd					
1.6 GDi (132) S Connect 2WD	39.8	11.5	162	13	£21845
1.6 T-GDi (177) SE Nav 2WD	37.7	9.2	173	20	£25245
1.6 CRDi (115) S Connect 2WD	57.6	13.7	129	14	£23845
1.6 CRDi (136) Premium SE 2WD	57.6	11.2	129	19	£30695
1.6 CRDi (136) DCT SE Nav 2WD	58.9	11.8	125	16	£27495
2.0 CRDi (185) 48V auto Prem 4WD	49.6	9.5	151	24	£32945
Auto: add £1300 to 1.6 T-GDi, SE Nav: add £1500 to S Connect, 4WD: add £1630, Premium: add £2500 to SE Nav, Premium SE: add £2000 to Premium					
Santa Fe - 4770x1890mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.2 CRDi (200) SE 2WD	47.1	9.4	150	24	£33425
2.2 CRDi (200) Premium 4WD	48.7	9.5	158	26	£38995
Auto: add £2000, Premium: add £3570, Premium SE: add £2800 Premium					



						MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>Niro</b> - 4355x1805mm, <b>EURO-NCAP</b> ★★★★										
<b>DRIVER POWER POS:</b> 2nd										
1.6 GDi Hybrid (139) auto 2						76.3	11.1	86	12	£23490
1.6 GDi Hybrid (139) auto 3						65.7	11.1	100	14	£25470
1.6 GDi Hybrid (139) auto 4						64.2	11.1	100	12	£27720
1.6 GDi Hybrid (139) auto PHEV						217.3	10.4	29	13	£30495
<b>Optima</b> - 4855x1860mm, <b>EURO-NCAP</b> N/A										
<b>DRIVER POWER POS:</b> N/A										
2.0 T-GDi (235) at GT Sportswg'n						30.7	7.3	211	28	£33350
1.7 CRDi (134) 2						62.8	10.6	117	21	£22260
1.7 CRDi (134) 3						62.8	10.6	118	21	£24260
1.7 CRDi (134) auto 3						64.2	11.2	117	21	£25700
1.7 CRDi (134) at GT-Line S S-wg'n						64.2	11.2	122	20	£31400
Sportswagon: add £840 to 2, £1040 to 3										
<b>Stinger</b> - 4830x1870mm, <b>EURO-NCAP</b> ★★★★★										
<b>DRIVER POWER POS:</b> N/A										
2.0 T-GDi (244) auto GT-Line						35.8	5.8	181	37	£32025
3.3 T-GDi (365) auto GT S						28.5	4.7	225	42	£50335
2.2 CRDi (197) auto GT-Line						50.4	7.3	154	36	£34225
GT-Line S: add £3500 to GT-Line										
<b>Venga</b> - 4068x1765mm, <b>EURO-NCAP</b> ★★★★★										
<b>DRIVER POWER POS:</b> 45th										
1.4 (89) 1						50.4	12.4	130	8	£12960
1.4 (89) 2						50.4	12.4	130	9	£14860
1.6 (123) 3						47.9	10.4	139	13	£17065
1.4 CRDi (89) 2						64.2	13.7	115	10	£16200
1.6 CRDi (114) 3						64.2	11.0	115	14	£18480
Auto: add £1100 to 1.6 petrol										
<b>Carens</b> - 4525x1805mm, <b>EURO-NCAP</b> ★★★★★										
<b>DRIVER POWER POS:</b> N/A										
1.6 GDi (133) 1						45.6	10.9	143	12	£19505
1.6 GDi (133) 2						45.6	10.9	143	12	£20905
1.7 CRDi (114) 2						67.2	12.7	109	12	£22405
1.7 CRDi (134) auto 2						58.9	11.6	127	16	£23945
1.7 CRDi (134) 3						62.8	10.0	118	16	£24955
1.7 CRDi (134) 4						62.8	10.0	118	17	£26945
Auto: add £1500 to 1.7 CRDi (134)										
<b>Stonic</b> - 4140x1760mm, <b>EURO-NCAP</b> ★★★										
<b>DRIVER POWER POS:</b> N/A										
1.4 MPI (98) 2						51.4	12.2	125	10	£16540
1.0 T-GDi (118) 2						56.5	9.9	115	14	£17200
1.6 CRDi (108) 2						67.3	10.9	109	14	£18020
<b>Sportage</b> - 4485x1855mm, <b>EURO-NCAP</b> N/A										
<b>DRIVER POWER POS:</b> 17th										
1.6 GDi (130) 1						39.8	11.1	162	13	£20305
1.6 GDi (130) 2						39.8	11.1	162	13	£22405
1.6 T-GDi (174) AWD 2						36.2	11.1	178	20	£24395
1.6 T-GDi (174) AWD GT-Line						37.7	9.2	173	21	£25510
1.6 T-GDi (174) auto AWD GT-Line						37.2	9.2	174	22	£27895
1.6 CRDi (114) 1						57.6	11.1	130	15	£21595
1.6 CRDi (134) 2						57.6	11.1	129	18	£23995
1.6 CRDi (134) GT-Line						57.6	8.8	130	19	£25995
1.6 CRDi (134) auto AWD GT-Line						54.3	11.1	137	20	£29005
2.0 CRDi (182) 48v at AWD GT-Li S						48.7	9.2	152	20	£34545
Auto: add £1500 to 1.6 CRDi (134), 4: add £1750 to GT-Line, GT-Line S: add £2000 to 1.6 T-GDi AWD 4/1.6 CRDi (134) auto										
<b>Sorento</b> - 4800x1890mm, <b>EURO-NCAP</b> ★★★★★										
<b>DRIVER POWER POS:</b> 7th										
2.2 CRDi (197) KX-1						47.1	9.0	157	24	£30225
2.2 CRDi (197) auto KX-2						46.3	9.6	161	25	£35625
KX-2: add £3400 to KX-1, GT-Line: add £1800 to KX-2 auto, KX-3: add £4000 to KX-2, GT-Line S: add £7300 to KX-2 auto										
<b>LAMBORGHINI</b>										
Dealers: 7 / Warranty: 3 years/unlimited miles										
<b>Urus</b> - 5112x2016mm, <b>EURO-NCAP</b> N/A										
<b>DRIVER POWER POS:</b> N/A										
4.0T V8 FSI (650) auto						23.0	3.6	279	50	£131500
<b>Huracan</b> - 4459x1924mm, <b>EURO-NCAP</b> N/A										
<b>DRIVER POWER POS:</b> N/A										
5.2 V10 (580) auto LP580-2						23.7	3.4	278	50	£157525
5.2 V10 (610) auto LP610-4						22.6	3.2	290	50	£182845
5.2 V10 (610) at LP640-4 Perform'te						20.6	2.9	314	50	£210050
Spyder: add £15540 to LP580-2, add £18072 to LP610-4, add £9535 to Performante										
<b>Aventador</b> - 4780x2030mm, <b>EURO-NCAP</b> N/A										
<b>DRIVER POWER POS:</b> N/A										
6.5 V12 (700) auto LP700-4						17.7	2.9	370	50	£266985
6.5 V12 (750) auto LP750-4 SV						17.7	2.9	370	50	£322023
Roadster: add £28800										
<b>LAND ROVER</b>										
Dealers: 130 / Warranty: 3 years/unlimited miles										
<b>Discovery Sport</b> - 4599x2069mm, <b>EURO-NCAP</b> ★★★★★										
<b>DRIVER POWER POS:</b> 24th										
2.0 Si4 (240) auto SE						33.2	7.1	193	33	£36310
2.0 Si4 (240) auto HSE						33.2	7.1	193	34	£41765
2.0 Si4 (290) at HSE Dynamic Lux						31.0	6.5	208	40	£50665
2.0 eD4 (150) Pure 5st						49.6	10.0	149	24	£30145
2.0 eD4 (150) SE 5st						49.6	10.0	149	24	£30535
2.0 eD4 (150) HSE 5st						49.6	10.0	149	26	£35475
2.0 TD4 (150) SE 5st						43.5	11.0	170	24	£32500
2.0 TD4 (150) HSE 5st						43.5	11.0	170	26	£38035
2.0 TD4 (180) SE						44.1	9.4	170	27	£34315
2.0 TD4 (180) HSE						44.1	9.4	170	29	£39755
2.0 SD4 (240) auto SE						40.9	7.1	183	36	£40265
2.0 SD4 (240) auto HSE						40.9	7.1	183	37	£45665
Auto: add £1720 to TD4 (180), SE Tech: add £1785 to SE, HSE Luxury: add £3800 to HSE (not eD4/TD4 (150)/TD4 (180) manual), HSE Dynamic Lux: add £7375 to HSE TD4 (180) auto/SD4										
<b>Discovery</b> - 4970x2073mm, <b>EURO-NCAP</b> ★★★★★										
<b>DRIVER POWER POS:</b> N/A										
2.0 Si4 (300) auto S						29.1	7.3	222	41	£47405

	MPG	0-60mph	CO2	Insurance group	List price
<b>2.0 Si4 (300) auto SE</b>					
2.0 SD4 (240) auto S	37.7	8.0	197	33	£47625
2.0 SD4 (240) auto SE	37.7	8.0	197	37	£54305
3.0 SD6 (258) auto SE	36.7	7.0	202	40	£57005
HSE: add £8200 to SE trim, HSE Luxury: add £5200 to HSE					
<b>RR Evoque</b> - 4355-4365x1900mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 42nd					
2.0 Si4 (240) auto 4WD HSE Dyna	32.8	7.1	191	39	£46300
2.0 Si4 (290) auto 4WD Landmark	32.8	6.0	188	43	£42940
2.0 eD4 (150) 2WD SE	48.7	10.6	154	28	£31505
2.0 eD4 (150) 2WD HSE Dynamic	48.7	10.6	157	32	£40530
2.0 TD4 (180) 4WD SE	45.6	9.5	160	33	£34105
2.0 TD4 (180) 4WD Landmark Ed	45.6	9.5	160	33	£39745
2.0 TD4 (180) 4WD HSE Dynamic	45.6	9.5	160	36	£43380
2.0 TD4 (180) auto 4WD SE Conv	42.2	9.7	175	39	£46430
2.0 TD4 (180) auto 4WD HSE Conv	42.2	9.7	179	39	£48850
2.0 TD4 (180) at 4WD HSE Lx Conv	42.2	9.7	179	41	£53135
Auto: add £1800 to TD4, Convertible: add £5200, SE Tech: add £2400 to SE, HSE Dynamic Lux: add £3515 to HSE Dynamic					
<b>Range Rover Velar</b> - 4803x2032mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
2.0 P250 auto 4WD	36.2	6.4	179	41	£45830
2.0 P250 auto 4WD S	36.2	6.4	179	39	£50930
2.0 P300 auto 4WD	34.4	5.7	185	41	£48330
2.0 P300 auto 4WD S	34.4	5.7	185	42	£53430
3.0 P380 auto 4WD HSE	30.1	5.3	214	45	£70250
2.0 D180 auto 4WD	47.9	8.4	152	31	£44735
2.0 D180 auto 4WD S	47.9	8.4	152	35	£49825
2.0 D240 auto 4WD	43.5	6.8	171	39	£48140
2.0 D240 auto 4WD S	43.5	6.8	171	39	£53240
3.0 D275 auto 4WD	42.8	6.7	173	44	£49740
3.0 D275 auto 4WD S	42.8	6.7	173	44	£54840
3.0 D300 auto 4WD	42.8	6.1	173	44	£50900
3.0 D300 auto 4WD S	42.8	6.1	171	44	£56090
R-Dynamic: add £2420 to all models, SE: add £2850 to S, HSE: add £6110 to P250/P300/D180/D240 SE, add £7045 to D275/D300 SE					
<b>Range Rover Sport</b> - 4850x2073mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.0 Si4 (300) auto HSE	29.4	7.0	218	44	£64085
5.0 V8 S/C (510) at Autobiog Dyn	21.2	5.0	304	49	£91745
5.0 V8 S/C (550) auto SVR	21.1	4.5	306	50	£101145
2.0 P400e (404) auto PHEV HSE	88.3	6.3	73	44	£72185
3.0 SDV6 (306) auto HSE	37.7	6.8	199	43	£67500
4.4 SDV8 (339) at Autobiog Dyn	30.4	6.5	245	47	£92215
7 seats: add £1700 (not SVR/PHEV/SDV8), Dynamic: add £3000 to P400e HSE, £5300 to SDV6 HSE, Autobiography Dynamic: add £13600 to P400e HSE, £17800 to SDV6 HSE					
<b>Range Rover</b> - 4999-5199x2073mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
5.0 V8 S/C (525) auto Autobiog	21.2	5.1	304	N/A	£110235
5.0 V8 S/C (565) auto SV Autobiog	20.9	5.1	307	N/A	£142285
2.0 P400e (404) PHEV auto Vogue	91.1	6.4	72	50	£87600
2.0 P400e (404) PHV at LWB SV At	91.1	6.5	72	50	£168570
3.0 SDV6 (275) auto Vogue	37.2	7.4	200	42	£81900
4.4 SDV8 (339) auto Vogue	30.4	6.5	245	48	£88205
4.4 SDV8 (339) at LWB SV Autobiog	30.4	6.6	246	N/A	£169355
Vogue SE: add £6500 to P400e Vogue, add £6600 to SDV6/SDV8 Vogue, Autobiography: add £19000 to SDV6/SDV8 Vogue, add £18900 to P400e Vogue, LWB: add £7200 to V8 S/C (525)/SDV8 Autobiography, add £7120 to P400e Autobiography, add £35450 to V8 S/C (565)					
<b>LEXUS</b>					
Dealers: 51 / Warranty: 3 years/60000 miles					
<b>CT</b> - 4350x1765mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 30th					
1.8 Hybrid (136) auto CT 200h SE	67.3	10.3	97	20	£23520
1.8 Hybrid (136) at CT 200h Luxury	64.2	10.3	101	17	£26020
Plus Pack: add £1500 to SE, F Sport: add £1000 to Luxury, Premier: add £4500 to SE					
<b>IS</b> - 4665x1810mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 11th					
2.5 Hybrid (184) at IS 300h Exec Ed	65.7	8.4	101	28	£32900
2.5 Hybrid (184) at IS 300h Sport	61.4	8.4	107	28	£34000
2.5 Hybrid (184) at IS 300h Advance	65.7	8.4	101	28	£34900
F Sport: add £2100 to Advance, Premier: add £5730 to Advance					
<b>ES</b> - 4975x1865mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.5 Hybrid (215) at ES 300h	64.2	8.9	100	33	£35150
2.5 Hybrid (215) at ES 300h F Sport	61.4	8.9	106	34	£38150
2.5 Hybrid (215) at ES 300h Takumi	62.8	8.9	103	38	£45650
<b>LS</b> - 5030-5150x1875mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.5 V6 Hybrid (359) at LS 500h	43.5	6.1	147	47	£72595
3.5 V6 Hybrid (445) at LS 500h L Prem	32.8	6.1	199	50	£100735
Luxury: add £7400 to LS 500h, 4WD: add £2600 to LS 500h Luxury					
<b>UX</b> - 4495x1840mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.0 Hybrid (176) auto UX 250h	68.9	8.5	96	N/A	£29900
2.0 Hyb (176) at UX 250h E-Four	68.9	8.5	113	N/A	£36100
2.0 Hyb (176) at UX 250h F Sport	68.9	8.5	103	N/A	£33900
Takumi: add £5200 to F Sport, E-Four: add £4300 to F Sport, add £1250 to Takumi					
<b>NX</b> - 4630x1845mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 6th					
2.5 Hybrid (200) at NX 300h SE	48.7	9.3	133	27	£34940
2.5 Hybrid (200) at NX 300h SE 4WD	47.9	9.3	135	28	£35940
Sport: add £560 to SE 4WD, Luxury: add £2000 to SE 4WD, F Sport: add £4055 to SE 4WD, Premier: add £8500 to SE 4WD					
<b>RX</b> - 4890x1895mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 5th					
3.5 V6 Hybrid (266) at RX 450h SE	54.3	7.7	120	41	£48690
3.5 V6 Hybrid (266) at RX 450h Lux	51.4	7.7	127	41	£51690
F Sport: add £2500 to Luxury, Premier: add £8000 to Luxury, RX L: add £2305 to SE/Premier, add £2405 to Luxury					
<b>RC</b> - 4704x1849mm, <b>EURO-NCAP</b> N/A					



	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
AMG Line: add £2240					
<b>GLA-Class</b> - 4417x1804mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
1.6T (122) GLA 180 Urban Edition	49.6	8.4	158	23	£25105
1.6T (156) GLA 200 SE	42.8	8.4	151	23	£26885
1.6T (156) GLA 200 Sport	42.8	8.4	151	22	£27880
2.0T (211) at 4MAT GLA 250 Sport	38.7	6.6	166	29	£33620
2.0T (381) at 4MAT AMG GLA 45	33.2	4.4	193	42	£47660
2.1 (136) auto GLA 200 d SE	51.4	9.1	147	21	£30090
2.1 (136) auto GLA 200 d Sport	51.4	9.1	147	21	£31085
Auto: add £1290 to GLA 180/200, AMG Line: add £1295 to Sport, 4MATIC: add £3345 to GLA 220 d					
<b>GLC-Class</b> - 4656x1890mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
2.0T (214) at 4MAT GLC 250 Urban	37.2	7.3	174	33	£37540
2.0T (214) at 4MAT GLC 250 Sport	37.7	7.3	172	33	£39690
3.0 V6TT (367) at 4M AMG GLC 43	29.1	4.9	220	39	£49845
4.0 V8TT (476) at 4M AMG GLC 63	24.4	4.0	265	39	£69690
4.0 V8TT (510) at 4M AMG GLC 63 S	23.0	3.8	270	40	£76440
2.1 (170) at 4MT GLC 220 d Urban	47.1	8.3	158	34	£37340
2.1 (170) at 4MAT GLC 220 d Sport	47.9	8.3	156	34	£39490
2.1 (204) at 4MAT GLC 250 d Sport	46.3	7.6	161	39	£40645
GLC Coupe: add £6510, Sport: add £2495, AMG Line: add £1495					
<b>GLE-Class</b> - 4819x1935mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0 (262) at 4MT GLE 350 d AMG Ni	36.7	7.1	204	45	£60380
GLE Coupe: add £4000					
<b>GLS-Class</b> - 5141x1982mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
5.5 V8TT (585) a 4M AMG GLS 63 S	20.2	4.6	320	50	£106020
3.0 (258) at 4MT GLS 350 d AMG Li	35.3	7.8	210	50	£73090
<b>G-Class</b> - 4613x1984mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
4.0 V8TT (585) at 4MT AMG G 63	21.4	4.5	299	50	£143305
<b>X-Class</b> - 5340x1920mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
2.3 (163) 4MATIC X 220 d Pure	37.2	12.9	200	37	£32772
2.3 (163) 4MT X 220 d Progressive	37.2	12.9	200	37	£34212
2.3 (190) at 4MT X 250 d P'gressiv	35.8	11.8	207	38	£35172
2.3 (190) at 4MT X 250 d Power	35.8	11.8	207	39	£36612
3.0 V6 (258) at 4MT X 350 d Power	31.4	7.9	236	40	£40620
<b>C-Class Coupe</b> - 4696x1810mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
1.6 (156) C 180 AMG Line	48.7	8.5	134	32	£34960
1.5 (184) auto C 200 AMG Line	46.3	7.9	140	34	£37620
2.0 (258) auto C 300 AMG Line	44.1	6.0	147	37	£40380
3.0 V6TT (390) at 4MT AMG C 43	29.7	4.7	217	42	£51965
4.0 V8TT (476) at 4MAT AMG C 63	28.0	4.0	230	47	£68719
4.0 V8TT (510) at 4MT AMG C 63 S	28.0	3.9	230	50	£77698
2.0 (194) auto C 220 d AMG Line	61.4	7.0	121	37	£40130
2.0 (245) auto C 300 d AMG Line	57.7	6.0	129	40	£41185
Auto: add £1600 to C 180, 4MATIC: add £1600 to C 200/C 220 d, add £1910 to C 300 d, C-Class Cabriolet: add £3819					
<b>E-Class Coupe</b> - 4846x1860mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
2.0T (245) auto E 300 AMG Line	35.8	6.5	181	37	£42235
3.0 V6TT (367) at E 450 AMG Line	32.1	5.6	202	41	£50900
3.0TT (435) at 4MATIC+ AMG E 53	32.5	4.4	200	44	£64790
2.0 (194) auto E 220 d AMG Line	56.5	7.4	132	35	£41370
3.0 (340) at 4MAT E 400 d AMG Li	47.1	5.1	158	44	£53685
4MATIC: add £1600 to E 220 d, E-Class Cabriolet: add £4495					
<b>S-Class Coupe</b> - 5027x1912mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
4.0 V8TT (469) at S 560 AMG Line	28.	4.6	228	50	£104675
4.0 V8TT (612) auto AMG S 63	27.9	4.2	231	50	£128075
6.0 V12TT (630) auto AMG S 65	19.9	4.1	325	50	£189685
S-Class Cabrio: add £11795 to S 560, £13095 to S 63, £7895 to S 65					
<b>SL-Class</b> - 4631x1877mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
3.0 V6TT (367) at SL 400 AMG Line	33.6	4.9	191	50	£77395
4.7 V8 (455) auto SL 500 AMG Line	28.8	4.3	223	50	£86095
5.5 V8TT (571) auto AMG SL 63	24.4	4.1	264	50	£118095
<b>AMG GT</b> - 4546x1939mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
4.0 V8TT (462) AMG GT	24.8	4.0	261	50	£102030
4.0 V8TT (510) AMG GT S	24.7	3.8	262	50	£115330
4.0 V8TT (510) AMG GT C	22.6	3.7	284	50	£130530
4.0 V8TT (585) AMG GT R	22.8	3.6	284	50	£145730
AMG GT Roadster: add £11400 (not GT R)					
<b>MG</b>					
Dealers: 71 / Warranty: 3 years/60000 miles					
<b>MG3</b> - 4018x1729mm, <b>EURO-NCAP</b> ★★★					
<b>DRIVER POWER POS:</b> N/A					
1.5 (106) Explore	47.1	10.4	140	7	£9495
1.5 (106) Excite	47.1	10.4	140	7	£11395
Exclusive: add £1400 to Excite					
<b>ZS</b> - 4314x1809mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
1.5 (106) Explore	49.6	10.4	129	11	£12500
1.5 (106) Excite	49.6	10.4	129	11	£14000
1.0T GDi (111) auto Excite	44.9	12.1	144	10	£16000
Exclusive: add £1500 to Excite					
<b>GS</b> - 4500x1855mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
1.5 TGi (166) Explore	46.3	9.6	139	16	£15100
1.5 TGi (166) Excite	46.3	9.6	139	16	£17600
Auto: add £1500 to Exclusive, Exclusive: add £2000 to Excite					

	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
MINI					
Dealers: 148 / Warranty: 3 years/unlimited miles					
MINI - 3821-3850x1727mm, EURO-NCAP★★★★					
DRIVER POWER POS: 57th					
1.5T (102) One	52.3	10.1	122	12	£15905
1.5T (136) Cooper	52.3	7.9	122	18	£17345
2.0T (192) Cooper S	44.1	6.8	145	26	£20635
2.0T (231) John Cooper Works	42.8	6.3	150	29	£24435
1.5 (116) Cooper D	72.4	9.2	102	15	£18495
Auto: add £1400 to One/Cooper, add £1380 to Cooper D, £1660 to Cooper S/John Cooper Works, 5dr: add £700 (not JCW)					
Clubman - 4253x1800mm, EURO-NCAP★★★★					
DRIVER POWER POS: N/A					
1.5T (102) One City	48.7	11.3	131	17	£19995
1.5T (136) Cooper	48.7	9.1	131	17	£21085
2.0T (192) Cooper S	42.8	7.2	151	22	£24095
2.0T (231) ALL4 J Cooper Works	38.2	6.3	168	34	£30495
2.0 (150) auto One D City	68.9	8.6	109	18	£23855
2.0 (150) Cooper D	65.7	8.6	112	18	£23385
2.0 (190) auto Cooper SD	62.8	7.4	119	23	£27085
Auto: add £1560 to One City/Cooper, £2300 to One D City, £1490 to Cooper S, £1715 to John Cooper Works, £1600 to Cooper D					
Convertible - 3821x1727mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.5T (136) Cooper	50.4	8.8	127	19	£19795
2.0T (192) Cooper S	41.5	7.2	154	29	£24145
2.0T (231) John Cooper Works	43.5	6.5	152	31	£28045
Auto: add £1400 to Cooper, £1350 to Cooper S, £1390 to JCW					
Countryman - 4299x1882mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.5T (136) Cooper	47.9	9.6	134	18	£23385
2.0T (192) Cooper S	43.5	7.5	148	25	£25585
1.5 (231) auto ALL4 S E PHEV	117.7	6.8	55	26	£31895
2.0T (231) ALL4 J Cooper Works	38.2	6.5	169	36	£31795
2.0 (150) Cooper D	62.8	8.9	119	20	£25385
2.0 (190) auto Cooper SD	62.8	7.7	119	25	£28985
Auto: add £1495 to Cooper, £1715 to Cooper S/JCW, £1595 to Cooper D, ALL4: add £1640 to Cooper, £1910 to Cooper S, £1600 to Cooper D/Cooper SD					
MITSUBISHI					
Dealers: 125 / Warranty: 5 years/62500 miles					
Mirage - 3710x1665mm, EURO-NCAP★★★★					
DRIVER POWER POS: N/A					
1.2 Mivec (80) 3	55.4	12.7	115	18	£11075
1.2 Mivec (80) auto 4	47.9	13.5	133	18	£13745
4: add £2020 to 3					
ASX - 4295x1770mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.6 Mivec (117) Juro	37.7	12.2	169	15	£19195
Outlander - 4695x1810mm, EURO-NCAP★★★★					
DRIVER POWER POS: N/A					
2.0 (150) auto Juro	32.5	13.3	196	27	£27680
2.4 Hybrid (135) auto PHEV Juro	159.510.5	40	27	£36755	
2.4 Hybrid (135) auto PHEV 4H	159.510.5	40	31	£39500	
2.4 Hybrid (135) auto PHEV 4HS	159.510.5	40	26	£41600	
2.2 Di-D (150) 3	53.3	10.2	139	23	£30170
2.2 Di-D (150) 4	53.3	10.2	139	24	£32820
Auto: add £1815 to 3, add £1915 to 4, Juro: add £1100 to 3, Keiko: add £1200 to 3, 5H/5HS: add £4000 to 4H/4HS					
Eclipse Cross - 4405x1805mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.5 MIVEC (161) 2	42.8	10.3	151	18	£21290
1.5 MIVEC (161) 3	42.8	10.3	151	18	£22810
1.5 MIVEC (161) 4WD auto 4	40.4	9.8	159	22	£28480
Auto: add £1275 to 3, 4WD auto: add £2400 to 3, 4: add £2775 to 3					
L200 - 5205x1785mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
2.5 Di-D (178) 4Life Double Cab	44.1	12.2	169	12	£26286
3.2 Di-DC (178) Titan Double Cab	42.8	10.4	173	13	£28236
3.2 Di-DC (178) Warrior Double Cab	42.8	10.4	173	13	£31026
3.2 Di-DC (178) Barbarian Dbl Cab	42.8	10.4	173	13	£32376
Auto: add £1400 to Warrior/Barbarian, SVP II: add £4116 to Barbarian					
Shogun Sport - 4785x1815mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.4 Di-D (181) Shogun Sport 3	32.8	11.0	227	43	£37775
Shogun Sport 4: add £2000 to 3					
Shogun - 4385-4900x1875mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.2 Di-DC (187) auto SWB SG2	31.4	10.4	238	32	£33315
3.2 Di-DC (187) auto SWB Warrior	31.4	10.4	238	30	£36285
3.2 Di-DC (187) auto LWB SG2	30.4	11.1	245	32	£35715
3.2 Di-DC (187) auto LWB SG3	30.4	11.1	245	34	£39075
Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3, SG5: add £5000 to SG3					
NISSAN					
Dealers: 221 / Warranty: 3 years/60000 miles					
Micra - 399x1743mm, EURO-NCAP★★★★					
DRIVER POWER POS: 15th					
1.0 IG (71) Visa	53.2	16.4	121	1	£12875
1.0 IG (72) Acenta	53.2	16.4	121	1	£15095
0.9 IG-T (90) Visa+	54.3	12.1	118	3	£14715
0.9 IG-T (90) Acenta	54.3	12.1	118	3	£15985
1.5 dCi (90) Visa	68.9	11.9	107	8	£15300
1.5 dCi (90) Acenta	68.9	11.9	107	8	£17480
Visia+: add £950, N-Connecta: add £1315 to Acenta (not 1.0), Tekna: add £2525 to Acenta (not 1.0)					
Juke - 4135x1765mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 16th					
1.6 (112) Visa	40.4	12.5	161	8	£15505
1.6 (112) Acenta	40.4	12.5	161	10	£17450



	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 SCe (70) Play	51.4	14.5	126	3	£10750
1.0 SCe (70) S&S Iconic	58.9	14.5	110	3	£11835
0.9T TCe (90) Iconic	57.7	10.8	112	8	£12555
0.9T TCe (90) auto Iconic	52.3	10.8	122	8	£13455
<b>Zoe</b> - 4084x1730mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
108hp R110 Dynamique Nav	N/A	11.9	0	19	£21220
108hp R110 Signature Nav	N/A	11.9	0	19	£23470
108hp R110 i-Dynamique Nav	N/A	11.9	0	18	£27820
108hp R110 i-Signature Nav	N/A	11.9	0	18	£30070
Battery hire: £59-£110 per month (batteries included with 'i' models), Q90 Rapid Charge Zoe: add £750					
<b>Clio</b> - 4062x1731mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
0.9T TCe (75) Play	56.5	12.3	113	8	£13500
0.9T TCe (75) Iconic	56.5	12.3	113	8	£14700
0.9T TCe (90) Play	56.5	12.1	113	7	£13980
0.9T TCe (90) Iconic	56.5	12.1	113	8	£15180
0.9T TCe (90) GT Line	56.5	12.1	113	9	£16250
1.5 dCi (90) Play	70.6	11.8	104	10	£15580
1.5 dCi (90) Iconic	70.6	11.8	106	10	£16780
1.5 dCi (90) GT Line	70.6	11.8	106	10	£17850
Auto: add £1200 to dCi					
<b>Megane</b> - 4359x1814mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
1.3 TCe (140) Play	52.3	10.6	125	17	£17715
1.3 TCe (140) Iconic	52.3	10.6	128	17	£18815
1.3 TCe (140) GT Line	52.3	10.6	132	17	£20655
1.8 TCe (280) Renaultsport	35.3	5.8	181	35	£27495
1.5 Blue dCi (115) Play	76.4	11.3	101	14	£19175
1.5 Blue dCi (115) Iconic	76.4	11.3	104	15	£20275
1.5 Blue dCi (115) GT Line	76.4	11.3	107	15	£22075
Auto: add £1385 to Renaultsport, Megane Sports Tourer: add £1200 (not Renaultsport)					
<b>Scenic</b> - 4366x1845mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
1.3 TCe (140) Play	47.1	10.1	137	16	£21390
1.3 TCe (140) Iconic	47.1	10.1	137	16	£22690
1.3 TCe (140) Signature	47.1	10.1	137	16	£24290
1.7 Blue dCi (120) Play	57.7	N/A	129	13	£23640
1.7 Blue dCi (120) Iconic	57.7	N/A	129	13	£24530
1.7 Blue dCi (120) Signature	57.7	N/A	129	14	£26130
Auto: add £1500 to TCe 140 (not Signature), Grand Scenic: add £1800					
<b>Captur</b> - 4122x1778mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 70th					
0.9T TCe (90) Play	52.3	13.1	122	8	£15300
0.9T TCe (90) Iconic	52.3	13.1	122	9	£16500
0.9T TCe (90) GT Line	52.3	13.1	122	9	£18300
1.5 dCi (90) Play	67.3	13.1	110	11	£16860
1.5 dCi (90) Iconic	67.3	13.1	110	11	£18060
1.5 dCi (90) GT Line	67.3	13.1	110	11	£19860
Auto: add £1240 to 1.5 dCi (not Play)					
<b>Kadjar</b> - 4449x1836mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> 52nd					
1.3 TCe (140) Expression+	47.9	9.4	134	19	£20430
1.3 TCe (140) Dynamique Nav	47.9	9.4	134	20	£22220
1.3 TCe (140) Dynamique S Nav	47.1	9.4	136	21	£23520
1.3 TCe (160) Expression+	47.9	9.4	134	20	£21730
1.3 TCe (160) Dynamique Nav	47.9	9.4	134	21	£23520
1.3 TCe (160) Dynamique S Nav	47.1	9.4	136	22	£24820
1.5 Blue dCi (115) Expression+	65.7	11.7	113	16	£22460
1.5 Blue dCi (115) Dynamique Nav	65.7	11.7	113	17	£24160
1.5 Blue dCi (115) Dynam S Nav	62.8	11.7	117	17	£25460
Signature: add £2300 to Dynamique, Signature S: add £2400 to Dynamique S					
<b>Koleos</b> - 4672x1843mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
2.0 dCi (175) auto Iconic	45.6	10.2	163	22	£27495
2.0 dCi (175) auto Iconic 4WD	44.1	10.2	168	22	£29495
GT Line: add £2000 to Iconic					
<b>ROLLS-ROYCE</b>					
Dealers: 6 / Warranty: 4 years/unlimited miles					
<b>Cullinan</b> - 5341x2164mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
6.75 V12 (571) auto	18.8	N/A	341	N/A	£250000
<b>Ghost</b> - 5399-5569x1948mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
6.6 V12 (571) auto	20.2	4.9	327	N/A	£237600
6.6 V12 (571) auto EWB	20.0	5.0	329	N/A	£270000
<b>Phantom</b> - 5762-5982x2018mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
6.75 V12 (563) auto	19.1	5.8	318	N/A	£360000
6.75 V12 (563) auto EWB	19.0	6.1	319	N/A	£432000
<b>Wraith</b> - 5269x1947mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
6.6 V12 (632) auto	20.2	4.6	327	N/A	£251295
<b>Dawn</b> - 5285x1947mm, <b>EURO-NCAP</b> N/A					
<b>DRIVER POWER POS:</b> N/A					
6.6 V12 (571) auto	19.9	4.9	330	N/A	£282000
<b>SEAT</b>					
Dealers: 128 / Warranty: 3 years/60000 miles					
<b>Mii</b> - 3540x1641mm, <b>EURO-NCAP</b> ★★★★★					
<b>DRIVER POWER POS:</b> N/A					
1.0 12v (60) Design Mii	65.7	14.4	96	3	£11690
1.0 12v (60) FR Line	65.7	14.4	97	3	£12050
1.0 12v (75) FR Line	65.7	13.5	97	4	£12210
<b>Ibiza</b> - 4061x1693mm, <b>EURO-NCAP</b> ★★★★★					

	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
DRIVER POWER POS: N/A					
1.0 MPI (80) SE	N/A	N/A	N/A	3	N/A
1.0 TSI (95) SE	61.4	10.9	105	8	£15595
1.0 TSI (95) FR	61.4	10.9	105	10	£17235
1.0 TSI (95) Xcellence	61.4	10.9	105	9	£18245
1.0 TSI (115) FR	56.5	9.3	113	13	£17845
1.0 TSI (115) Xcellence	56.5	9.3	113	14	£18695
1.5 TSI Evo (150) FR	N/A	N/A	N/A	19	N/A
1.6 TDI (95) SE	74.3	11.3	100	11	£17965
1.6 TDI (95) FR	74.3	11.3	100	11	£19605
1.6 TDI (95) Xcellence	74.3	11.3	100	11	£20615
DSG: add £1080 to 1.0 TSI (115)					
Leon					
4263x1784mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 47th					
1.0 TSI (115) SE	64.2	9.8	109	13	£18175
1.5 TSI Evo (130) FR	56.5	9.4	113	15	£21430
1.5 TSI Evo (130) Xcellence	56.5	9.4	113	16	£24150
1.5 TSI Evo (150) FR	55.4	8.2	117	19	£23045
1.5 TSI Evo (150) Xcellence	55.4	8.2	117	19	£24675
1.5 TSI Evo (150) DSG FR	55.4	8.3	115	19	£24395
1.5 TSI Evo (150) DSG Xcellence	55.4	8.3	115	19	£26025
2.0 TSI (190) DSG FR	45.6	7.2	141	24	£25680
2.0 TSI (190) DSG Xcellence	45.6	7.2	141	24	£27310
2.0 TSI (290) Cupra	42.2	6.0	152	N/A	£30095
1.6 TDI (115) SE	67.3	9.8	109	12	£19635
1.6 TDI (115) DSG SE	70.6	10.2	106	12	£20885
2.0 TDI (150) FR	N/A	N/A	N/A	N/A	N/A
2.0 TDI (150) Xcellence	N/A	N/A	N/A	N/A	N/A
Leon ST estate: add £995					
Alhambra					
4854x1904mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.4 TSI (150) S	N/A	N/A	N/A	N/A	N/A
2.0 TDI (150) Ecomotive S	54.3	10.3	135	N/A	£28705
2.0 TDI (150) DSG S	53.3	10.3	140	N/A	£30225
2.0 TDI (177) Xcellence	N/A	N/A	N/A	N/A	N/A
SE: add £2190 to 2.0 TDI S, add £2010 to 2.0 TDI DSG S, SE L: add £3020 to 2.0 TDI SE, Xcellence: add £585 to SE L (not 1.4 TSI)					
Arona					
4138x1780mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.0 TSI (95) SE	56.5	11.4	115	9	£16905
1.0 TSI (115) FR	56.5	9.8	114	12	£20165
1.0 TSI (115) DSG SE	56.5	10.0	112	10	£18305
1.0 TSI (115) DSG FR	56.5	10.0	113	12	£21245
1.5 TSI Evo (150) FR	N/A	N/A	N/A	N/A	N/A
1.6 TDI (95) SE	65.7	11.9	113	10	£18845
1.6 TDI (95) DSG Xcellence	64.2	12.8	112	11	£23085
1.6 TDI (115) SE Technology Lux	65.7	10.3	114	12	£20445
1.6 TDI (115) FR	65.7	10.3	114	13	£22065
DSG: add £1080 to 1.0 TSI (115), SE Technology: add £925 to SE, FR Sport: add £1030 to FR, Xcellence: add £1140 to FR					
Ateca					
4363x1841mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 37th					
1.0 TSI (115) Ecomotive SE	52.3	10.7	122	10	£21880
1.0 TSI (115) Ecomotive SE L	52.3	10.7	122	12	£24140
1.5 TSI Evo (150) SE	51.4	8.5	126	N/A	£23590
1.5 TSI Evo (150) SE Technology	51.4	8.5	126	N/A	£25350
1.5 TSI Evo (150) FR	51.4	8.5	126	N/A	£26510
1.5 TSI Evo (150) Xcellence	65.7	8.5	112	10	£26830
1.6 TDI (115) SE	61.4	11.5	120	12	£24030
1.6 TDI (115) SE Technology	61.4	11.5	120	12	£25790
1.6 TDI (115) Xcellence	61.4	11.5	120	12	£27950
DSG: add £1380 to 1.5 TSI Evo/1.6 TDI, FR Sport: add £1385 to FR, Xcellence: add £2890 to SE					
Tarraco					
4735x1889mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.5 TSI Evo (150) SE	42.8	9.7	152	N/A	£28320
1.5 TSI Evo (150) SE Technology	42.8	9.7	152	N/A	£29330
1.5 TSI Evo (150) Xcellence	42.8	9.7	152	N/A	£30410
1.5 TSI Evo (150) Xcellence Lux	42.8	9.7	152	N/A	£32135
2.0 TDI (150) SE	57.6	9.8	129	N/A	£29805
2.0 TDI (150) SE Technology	57.6	9.8	129	N/A	£30815
2.0 TDI (150) Xcellence	57.6	9.8	129	N/A	£31895
2.0 TDI (150) Xcellence Lux	57.6	9.8	129	N/A	£33620
2.0 TDI (190) 4Drive Xcellence	50.4	8.0	147	N/A	£36315
2.0 TDI (190) 4Drive Xcellence Lux	50.4	8.0	147	N/A	£38040
SKODA					
Dealers: 135 / Warranty: 3 years/60000 miles					
Citigo					
3563x1641mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.0 MPI (60) S 3dr	67.3	14.4	96	2	£8860
1.0 MPI (60) SE 3dr	67.3	14.4	96	3	£10135
1.0 MPI (60) Colour Edition 3dr	67.3	14.4	96	3	£10820
1.0 MPI (60) Monte Carlo 3dr	67.3	14.4	96	3	£11500
1.0 MPI (75) SE L 3dr	65.7	13.5	97	3	£11075
5dr: same price as 3dr, SE L: add £550 to SE (60)					
Fabia					
3992x1732mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 55th					
1.0 MPI (75) S	57.7	14.9	111	2	£12840
1.0 MPI (75) SE	57.7	14.9	111	3	£14115
1.0 MPI (75) Colour Edition	57.7	14.9	111	3	£14665
1.0 TSI (95) S	61.4	10.8	106	8	£13570
1.0 TSI (95) SE	61.4	10.8	106	9	£14845
1.0 TSI (95) Colour Edition	61.4	10.8	106	9	£15395
1.0 TSI (110) SE	60.1	9.6	107	12	£15495
1.0 TSI (110) S Estate	60.1	9.7	107	11	£15240
DSG: add £1000 to 1.0 TSI (110), SE L: add £1090 to SE, Monte Carlo: add £850 to SE L (not 1.0 MPI), Fabia Estate: add £1020 to S, add £1165 to SE /SE L (not 1.0 MPI), add £885 to Monte Carlo (not 110PS DSG)					
Rapid					
Spaceback - 4304x1706mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
1.0 TSI (95) S	58.9	11.1	109	13	£14550
1.0 TSI (95) SE Tech	58.9	11.1	109	13	£15785
1.0 TSI (110) SE Tech	57.7	9.9	112	17	£16505
1.0 TSI (110) DSG SE Tech	58.9	10.2	110	17	£17645
SE Sport: add £1200 to SE Tech					
Octavia					
4659x1814mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 10th					
1.0 TSI (115) S	60.1	10.0	107	15	£17800
1.0 TSI (115) SE	60.1	10.0	107	15	£19095
1.5 TSI (150) ACT SE	56.5	8.3	112	20	£20425
1.5 TSI (150) ACT SE L	55.4	8.3	115	18	£22460



	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 VVT-i (72) x 3dr	69.0	14.2	95	6	£9695
1.0 VVT-i (72) x-play 5dr	69.0	14.2	95	7	£11375
1.0 VVT-i (72) x-press 5dr	69.0	14.2	95	7	£12630
1.0 VVT-i (72) x-cite 5dr	69.0	14.2	95	7	£12975
Auto: add £700 to 1.0 VVT-i 5dr (not x), 5dr: add £400, x-plore: same price as x-press, x-clusiv: add £920 to x-cite					

<b>Yaris</b> - 3885x1695mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 58th					
1.0 VVT-i (72) Active	65.7	15.3	99	2	£13320
1.0 VVT-i (72) Icon	65.7	15.3	99	3	£14820
1.5 VVT-i (111) Icon	58.9	11.7	109	9	£15620
1.5 VVT-i (111) Excel	56.5	11.7	112	10	£17800
1.5 VVT-i Hybrid (100) auto Active	85.6	11.8	75	8	£16575
1.5 VVT-i Hybrid (100) auto Icon	85.6	11.8	75	8	£17975
1.5 VVT-i Hybrid (100) auto Excel	78.5	11.8	82	8	£19620
Auto: add £1000 to 1.5 VVT-i, Icon Tech: add £550 to Icon, Design: add £550 to Icon (not 1.0), Bi-Tone colours: add £100 to Excel					

<b>Auris</b> - 4330x1760mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 20th					
1.2T (115) VVT-i Icon	58.9	10.1	112	14	£20520
1.8 VVT-i Hybrid (136) auto Icon	78.5	10.9	82	12	£22870
Auto: add £1000 to 1.2, estate: add £1100, Design: add £1050 to Icon, Excel: add £3390 to Icon					

<b>Prius</b> - 4540x1760mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 4th						
<hr/>						
1.8 VVT-i Hybrid (122) auto Active	94.2	10.6	70	15	£24245	
1.8 VVT-i Hybrid (122) at Business	94.2	10.6	70	15	£25185	
1.8 VVT-i Hybrid (122) auto Excel	86.0	10.6	76	15	£28350	
1.8 VVT-i Hybrid Plugin (179) B'nss	282.010.4	22	16	15	£31695	
1.8 VVT-i Hybrid Plugin (179) Excel	282.010.4	22	16	15	£33895	
Business Plus: add £1800 to Business						

<b>Mirai</b> - 4890x1815mm <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A					
113kW (152) Hydrogen auto	N/A	9.6	0	N/A	£66000

<b>Prius+</b> - 4615x1775mm <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.8 VVT-i Hybrid (136) auto Icon	68.9	11.3	96	11	£27830
1.8 VVT-i Hybrid (136) auto Excel	64.2	11.3	101	12	£30175

<b>Proace Verso</b> - 4609-5309x1920mm <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.6D (115) Combi Medium	54.3	16.1	127	N/A	£27885
1.6D (115) Shuttle Medium	54.3	16.1	127	N/A	£31230
2.0D (150) Shuttle Medium	53.5	13.0	145	27	£33250
2.0D (150) Shuttle Long	51.4	13.0	145	26	£33735
2.0D (150) Family Compact	53.3	13.0	142	27	£34325
2.0D (150) Family Medium	53.3	13.0	144	27	£35895
2.0D (180) auto Family Compact	47.9	10.1	159	28	£37055
2.0D (180) auto Family Medium	47.9	10.1	159	27	£38625
2.0D (180) auto VIP Long	47.9	10.1	166	30	£46735

<b>C-HR</b> - 4360x1795mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 14th					
1.2T (116) Icon	47.9	10.9	135	15	£21880
1.2T (116) Excel	47.1	10.9	136	15	£25600
1.8 VVT-i Hybrid (122) auto Icon	74.3	11.0	86	14	£24500
1.8 VVT-i Hybrid (122) auto Excel	72.3	11.0	87	14	£28120
Auto 4WD: add £2795 to 1.2T (not Icon), Dynamic: add £775 to Excel					

<b>RAV4</b> - 4570x1845mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 51st					
2.0 V-matic (152) at Design AWD	43.5	10.7	152	27	£32340
2.5 VVT-i Hyb (197) auto Icon FWD	56.5	8.4	115	33	£29295
2.5 VVT-i Hyb (197) at Design FWD	54.3	8.4	118	34	£32005
Excel: add £1245 to Design, 4WD: add £2025 to 2.5 VVT-i Hybrid					

<b>Hilux</b> - 5355x1855mm, <b>EURO-NCAP</b> ★★★ <b>DRIVER POWER POS:</b> N/A					
2.4 D-4D (150) Double Cab Active	39.8	13.2	187	N/A	£26995
2.4 D-4D (150) Double Cab Icon	39.8	13.2	187	N/A	£29530
2.4 D-4D (150) Dbl Cab Invincible	39.8	13.2	187	N/A	£31830
Auto: add £1500 (not Active), Invincible X: add £3865 to Invincible auto, Invincible X Limited Edition: add £1725 to Invincible X					

<b>Land Cruiser</b> - 4840x1885mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
2.8 D-4D (179) auto Active 5st 5dr	38.2	12.7	194	41	£39635
2.8 D-4D (179) auto Active 7st 5dr	38.2	12.7	194	41	£40995
2.8 D-4D (179) auto Icon 7st 5dr	38.2	12.7	194	40	£49240
2.8 D-4D (179) at Invincible 7st 5dr	38.2	12.7	194	41	£54040

<b>GT86</b> - 4240x1775mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
2.0 (200) GT 86	36.2	7.7	180	33	£27285
2.0 (200) GT 86 Pro	36.2	7.7	180	33	£28435
2.0 (200) auto GT 86 Pro	39.8	8.4	164	33	£29790
Club Series Blue Edition: add £545 to Pro					

<b>VAUXHALL</b> Dealers: 338 / Warranty: 3 years/60000 miles					
<b>Viva</b> - 3675x1595mm, <b>EURO-NCAP</b> ★★★ <b>DRIVER POWER POS:</b> N/A					
1.0i (73) SE	55.4	13.1	117	3	£10175
1.0i (73) SL	55.4	13.1	117	4	£11075
1.0i (73) Rocks	55.4	13.1	118	4	£11940

<b>Adam</b> - 3698x1720mm, <b>EURO-NCAP</b> ★★★ <b>DRIVER POWER POS:</b> N/A					
1.2 VVT (70) Jam	50.4	14.9	128	3	£13450
1.2 VVT (70) Energised	50.4	14.9	128	3	£15295
1.2 VVT (70) Energised Black Jack	50.4	14.9	128	3	£15570
1.4 VVT (87) Glam	48.7	12.5	133	6	£15035
1.4 VVT (100) Slam	48.7	11.5	134	8	£16360
1.4T (150) S	44.1	8.5	145	15	£18875
Glam: add £1370 to 1.2 Jam, Slam: add £750 to 1.4 (87) Glam, Unltd: add £300 to Jam					

<b>Corsa</b> - 4021x1736-1746mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 67th					
1.4i (75) Active 3dr	49.6	14.9	131	2	£11290
1.4i (75) Design 3dr	49.6	14.9	131	3	£13015
1.4i (75) Energy 3dr	49.6	14.9	131	3	£14380
1.4i (75) Griffin 3dr	49.6	14.9	131	3	£11695
1.4i (75) Sport 3dr	49.6	14.9	131	3	£15355
1.4i (75) SRI Nav 3dr	49.6	14.9	131	3	£16355
1.4i (75) SE Nav 5dr	49.6	14.9	150	9	£15740
1.4i (90) Design 3dr	49.6	13.2	131	6	£14625
1.4i (90) Energy 5dr	49.6	13.2	131	6	£15185
1.4i (90) Griffin 3dr	49.6	13.2	131	6	£11940
1.4i (90) Sport 3dr	49.6	13.2	131	6	£15600
1.4i (90) SRI Nav 3dr	49.6	13.2	131	6	£16600
1.4i (90) SE Nav 3dr	49.6	13.2	131	6	£15425
1.4i (90) auto Design 5dr	42.8	11.9	150	9	£15990
1.4i (90) auto Energy 5dr	42.8	11.9	150	9	£16590
1.4i (90) auto SE Nav 3dr	45.6	11.9	142	9	£16790
1.4i (90) auto SRI Nav 5dr	45.6	11.9	142	9	£18565
1.4T (100) SRI Nav 3dr	50.4	11.0	128	10	£17215
1.4T (100) Energy 5dr	50.4	11.0	128	10	£15840
1.4T (100) SE Nav 5dr	50.4	11.0	128	10	£16640
1.4T (150) GSi 3dr	47.1	8.9	138	21	£18995
Auto: add £655, 5dr: add £560 to 1.4 (not Active), add £600 to 1.4T SRI Nav, VX-Line Black: add £690 to SRI (75/90)					

<b>Astra</b> - 4370x1809mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 64th					
1.0T (105) ecoTEC Design	60.1	10.5	107	11	£18350
1.0T (105) ecoTEC SE	58.9	10.5	110	12	£21600
1.0T (105) ecoTEC SRI	58.9	10.5	110	10	£21210
1.4T (125) Design	48.7	8.6	133	14	£18460
1.4T (150) SE	47.9	8.5	136	19	£21960
1.4T (150) SRI	47.9	8.5	136	18	£21570
1.4T (150) Ultimate	47.1	8.5	138	20	£25530
1.6T (200) SRI	43.5	6.6	147	19	£22965
1.6T (200) Ultimate	42.8	6.6	151	24	£27235
1.6 CDTi (110) Design	68.9	10.3	107	13	£19870
1.6 CDTi (110) SRI	67.3	10.3	110	12	£22730
1.6 CDTi (136) Design	64.2	9.0	116	18	£20595
1.6 CDTi (136) SRI	62.8	9.0	118	15	£23455
1.6 BiCDTi (150) SRI VX-Line Nav	56.5	8.0	133	18	£26280
1.6 BiCDTi (150) Ultimate	56.5	8.0	133	22	£28340
Auto: add £1400 to 1.4T/£1320 to 1.6 CDTi, Tech Line Nav: add £700 to Design, SRI VX-Line: add £1200 to SRI, Elite Nav: add £1160 to SRI, Sports Tourer: add £1350					

<b>Insignia Grand Sport</b> - 4897x1863mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A					
1.5T (140) Turbo Design	50.4	9.3	129	14	£19290
1.5T (165) Turbo Design	50.4	8.4	129	16	£19630
1.5T (165) Turbo SRI	50.4	8.4	129	17	£22055
1.6T (200) Turbo Elite Nav	44.8	7.2	145	25	£26815
1.6 (110) Turbo D ecoTEC Design	64.2	10.9	116	13	£19690
1.6 (110) Turbo D ecoTEC SRI	64.2	10.9	116	14	£22155
1.6 (136) Turbo D Design	61.4	9.9	121	15	£20190
1.6 (136) Turbo D SRI	61.4	9.9	121	16	£22655
2.0 (170) Turbo D SRI	53.3	8.2	141	20	£23765
2.0 (210) BiTurbo D at 4x4 Elite Nav	40.4	7.4	184	27	£29910
2.0 (210) BiTurbo D auto 4x4 GSi	39.8	7.4	187	28	£36965
2.0 (170) Turbo D Country Tourer	49.6	8.4	150	20	£26500
2.0 (170) Turbo D 4x4 C'try Tourer	45.6	8.4	164	20	£27815
2.0 (210) BiTurbo D at 4x4 C'try T	39.2	7.5	188	24	£36965
Auto: add £1640 to 1.5 Turbo (165), add £1910 to 1.6 Turbo D (136), add £1600 to 2.0 Turbo D, Tech Line: add £590 to SRI, SRI VX-Line: add £2015 to SRI, Elite Nav: add £3220 to SRI, Insignia Sports Tourer: add £1500					

<b>Combo Life</b> - 4403-4753x1921mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.2T (110) Turbo Design	51.4	11.9	125	N/A	£19610
1.5 (100) Turbo D Design	67.3	12.7	111	N/A	£20140
1.5 (130) Turbo D auto Design	65.7	11.4	113	N/A	£22660
XL: add £900, Energy: add £1400 to Design, 7-seats: add £700 to Energy					

<b>Crossland X</b> - 4212x1742mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A					
1.2 (83) SE	55.4	14.2	117	8	£17110
1.2 (83) Tech Line Nav	55.4	14.2	117	8	£17205
1.2T (110) Turbo SE	58.9	10.6	109	13	£18430
1.2T (110) Turbo Tech Line Nav	58.9	10.6	109	14	£18525
1.2T (110) Turbo Ultimate	58.9	10.6	109	17	£22480
1.2T (130) Turbo Tech Line Nav	54.3	9.1	117	18	£18845
1.2T (130) Turbo Ultimate	54.3	9.1	117	18	£22800
1.6 (102) Turbo D SE	70.6	12.0	105	14	£19310
1.6 (102) Turbo D Tech Line Nav	70.6	12.0	105	14	£19405
Auto: add £1160 to 1.2 (110), Design Line: add £1000 to SE (not 110 auto), Elite: add £1105 to Tech Line Nav					

<b>Mokka X</b> - 4280x1777mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> 25th					
1.4T VVT (140) Design Nav	43.5	9.3	150	14	£20035
1.6 CDTi (136) Design Nav	58.9	10.3	127	14	£21720
Auto: add £1225 to 1.4T, add £1185 to 1.6 CDTi, 4x4: add £1900 to 1.4T Elite/Ultime, add £2010 to 1.6 CDTi Elite/Ultime, Active: add £2000 to Design Nav, Design Line: add £3250 to Design, Elite: add £4500 to Design, Ultimate: add £7450 to Design					

<b>Grandland X</b> - 4280x1777mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER</b>
---





# IN THE (OTHER) HOT SEAT

● We join Skoda's works rally team for a taste of co-driving



**Stephen Errity**

Stephen\_Errity@dennis.co.uk

**AE** YOU'VE probably heard of multiple World Rally champions Sebastien Loeb and Sebastien Ogier, but what about their co-drivers Daniel Elena and Julien Ingrassia? The person who sits in the passenger seat in a rally car is just as vital to the final result as who's behind the wheel.

No driver, however accomplished, can remember the many hundreds of miles of competitive stages that make up a typical rally, which is why you have the co-driver sitting next to them, reeling off a series of sometimes cryptic-sounding instructions about the nature of the route ahead.

We recently had the chance to join Skoda's rally team in its native Czech Republic to get an insight into life in the co-driver's seat.

Skoda runs rally-prepared versions of its Fabia supermini in several championships, but also produces hundreds of examples to sell to privateer drivers around the globe.

Our trip started with a tour of the newly opened facility at Skoda headquarters in Mlada Boleslav that serves as the nerve centre for the motorsport division, with areas for car building, engine and gearbox development and a stock of spare parts.

The following day began with a briefing from Pavel Dresler, who since 2011 has

forged a strong co-driving partnership with countryman Jan Kopecky. Driving for Skoda, the pair have won a series of Czech national titles, as well as triumphing in the 2013 European Rally Championship, the 2014 Asia-Pacific Rally Championship and the 2018 WRC2 Championship.

Normally, a driver and co-driver will conduct a 'recce' run through a stage at slow speed in a road car ahead of the event, but we had the benefit of working off Dresler's already-prepared notes for the short, rough forest stage we'd be taking on.

So, having written a simplified version to read back, it was into the Skoda Octavia vRS recce car, with Kopecky driving and Dresler in the back seat, to check the notes were accurate. With one or two corrections made, the next step was taking Dresler's seat alongside Kopecky in the 2018 WRC2 championship-winning Skoda Fabia R5.

Perhaps the most startling aspect of co-driving initially is how low down you have to sit, in order to keep the car's centre of gravity as low as possible. You can barely see over the flocked dashboard and have to rely on 'feeling' the corners to keep track of your position on the stage.

Kopecky announces that he'll "just warm the tyres ahead of the start", yawing the car suddenly from side to side and giving



Our man Errity gets ready to read the notes for Skoda driver Kopecky on short stage

it a few quick bursts of roaring acceleration. Pulling up to the start line, it's down to me to give the instruction for Kopecky to go.

With explosive acceleration and a rattle of gravel in the wheelarches, we're away. Just as if you were navigating for a partner or friend in a road car, as a rally co-driver, it's vital to give instructions to the driver in good time, so that they're ready for what's coming. If you're not describing the corner 300 metres down the road while the car is sliding through the previous one, you're too late (and possibly upside-down in a ditch).

The visceral speed and noise, and the blurred scenery rushing

past the window, become secondary as you become fixated on not dropping the notebook you're holding amid all the bumps, and not losing your place.

Years of watching on-board rally footage have given me a reasonable idea of what's expected, but you soon realise that what looks straightforward on a TV screen is incredibly challenging in reality.

It's hard enough to do over a short stage that's over in a matter of minutes. Keeping up for three gruelling days over hundreds of miles in the heat of competition on a World Rally event is a truly impressive feat.

**"If you're not describing the corner 300 metres down the road while the car is sliding through the last one, you're too late"**



## FACTORY FRESH

Skoda has a new factory (right) to support Fabia R5 programme; Dresler and Kopecky have won multiple titles



Head to  
[aex.ae/skodarally](http://aex.ae/skodarally)  
for video





# Angelwax

**Award-winning Interior and Exterior Car Care Waxes, Sealants & Finishings**

**But don't just take our word for it, these Auto Express accolades say it for us**



## SHAMPOO

Formulated to be the purest vehicle shampoo you can purchase. **Angelwax SUPERIOR AUTOMOTIVE SHAMPOO** is a thick, slow pouring, highly concentrated shampoo designed to leave your vehicle cleansed and streak free



## CORONA

**Angelwax CORONA** restores plastics, vinyl, rubber and all painted surfaces. This unique formulation seals the treated surface and creates a hydrophobic barrier which revitalises the tired and faded trim



## THE FIFTH ELEMENT

High endurance show wax formulated using a blend of four natural waxes, passion fruit oil and a mysterious

fifth element! **Angelwax FIFTH ELEMENT** offers outstanding gloss and immense durability

## FASTFOAM

Super concentrated **Angelwax FASTFOAM** creates a blanket of foam which covers the vehicle and clings to its surface before removing dirt, traffic film and other harmful deposits



## HEAVEN FOR LEATHER

**Angelwax HEAVEN FOR LEATHER** is a gentle, pH neutral leather cleanser and conditioner that nourishes, protects and revitalises leather upholstery

## CLARITY

The unique formulation makes **Angelwax CLARITY** suitable for all year round use and easily removes bird lime, insects, traffic film and other fallout associated with daily driving ensuring a safe, clear view of the road ahead



## QED

The perfect solution when there is no time for waxing yet the appearance of a freshly waxed vehicle is required. **Angelwax QED** is perfect for everyday use or as the ultimate show companion



## ABSOLUTION

**Angelwax ABSOLUTION** contains complex surfactants engineered to quickly and effectively remove dirt, oil and other stains before leaving your interior looking and smelling fabulous



## BILBERRY READY TO USE

For alloy wheels and wheel trims, **Angelwax SUPERIOR WHEEL CLEANER** is aggressive at removing brake dust and contaminants without harming the wheel surface or sensitive plastic caps



## BILBERRY CONCENTRATE

With the same amazing cleansing properties as Bilberry 'RTU', **Angelwax BILBERRY CONCENTRATE** is the economical, buy in bulk option if you regularly clean your wheels



## BILBERRY WHEEL WAX

**Angelwax BILBERRY WHEEL WAX** creates a barrier on the surface of the wheel for up to six months protection.



It prevents the build up of brake dust and traffic film and makes these contaminants easier to remove

All **Angelwax** products are designed, formulated and manufactured right here in the UK!



**www.angelwax.co.uk**

Units F, G & H, Meadowside St, Renfrew, Scotland PA4 8SR

Laboratory: 0141 886 6732 • Technical Sales: 07734 549741 • Email: [info@angelwax.co.uk](mailto:info@angelwax.co.uk)





**AE** IF you've got a few thousand to invest in 2019, my humble advice would be to avoid risky territories such as the premium classic car game, racehorse ownership and the Bitcoin nonsense.

Instead, play safe. Put some money into parking bays, single or blocks of garages, plus any slices of urban land where it's legal, safe and convenient to park. Oh, and make sure there's a legitimate power supply on site or nearby, ready to be cabled in.

Demand for such off-street spaces is, I predict, about to explode. And for this we can largely thank/blame the pure-electric car. Here's why.

First, 100 per cent electrics are mostly used and housed in and around town, and tend to be driven less than conventional cars. This means they're parked up for longer. And that's great news for local authorities, who are increasingly scrapping their circa 8am-6pm parking operations and instead forcing vehicle users to endure something closer to 24/7 payment regimes. Greedy, that.

Second, the on-paper, near-unchallenged assumption is that the electric/autonomous/ride-hailing revolution will persuade us to hire cars for short periods only when we need them. In turn, the theory goes, each of us will then be able and willing to ditch the private family car for 'public' versions. I don't buy into this. 'Car-sharing' is not something I (and millions of others) will go for. Unless we exploit their occasional special offers, we already have bitter experience of vehicle rental organisations who can be prohibitively expensive and horribly inflexible. Besides, the blunt truth is that many things wearing a 'public' tag are never preferable to their privately owned alternatives. Think about the public loo vs the private loo. I rest my case.

Third, more auto manufacturers than you realise are actively spotting and exploiting opportunities to sell two cars (one petrol or diesel, the other pure electric) to couples or families that traditionally had one. Why not? It's their job to sell as many cars as possible. With this in mind, what's not to like about a £30k electric Hyundai Kona for Monday-Friday urban commutes, paired with a £30k petrol Kia Stinger for the open road at weekends?

If you live in a house with parking, great. You invested wisely. But millions of drivers in Britain don't have their own parking facilities. Yet they'd be wise to search long and hard for local, leasehold (or freehold preferably) parking bays or garages they can buy, own and use, for parking and (subject to adequate power supplies) recharging purposes.

Eventually, such property assets are likely to appreciate in value. The icing on the cake is that by-the-hour parking fees paid to car park operators and local councils will be history.

Also – and this is crucially important – you'll protect yourself, and then some, against future possible UK laws. In Japan, for example, a consumer can't buy a car until they can prove they have their own parking bay. Don't be surprised if the existing or incoming car-and-motorist-loathing British Government adopts the same legislation here. The time to protect yourself against this is now – while you still have the time and opportunity.



**Mike Rutherford**

Motoring's most outspoken and opinionated columnist sounds off

Drivers without an off-street space would be wise to search for bays or garages they can buy for parking and recharging

next  
week

**SPECIAL REPORT**

## NEW CARS 2019



Eight-page guide to the fantastic new models in dealers next year

**TESTED**



### All-new Audi Q3 vs XC40, CX-5

Can latest version of big-selling posh SUV defeat Volvo and Mazda?

**DRIVEN**



### Cupra Ateca

Verdict as sporty new standalone brand's 296bhp SUV hits the road

**AE News AE Product tests**  
**AE Drives AE Features & Sport**

**on sale**  
Thursday 3 January



**Do you agree with Mike?**

Have your say at [facebook.com/autoexpress](https://facebook.com/autoexpress) @The\_Rutherford



# Don't get caught out the morning after



One in five drink drive prosecutions happen the morning after†, many unaware they still have alcohol left in their system after only a few drinks the night before. AlcoSense quickly and accurately shows your blood alcohol level, so you know when you're clear.

## The Telegraph

"a fresh level of accuracy in consumer breath testing"<sup>B</sup>



E L I T E

**£59.99**

- Premium semi-conductor sensor
- Reads up to twice English limit
- Don't drive alert when close to English or Scottish drink drive limit
- Accurate to +/-0.20%BAC

**WHATCAR?**

ALCOSENSE ELITE  
BEST BREATHALYSER UNDER £100



*excel*

**£99.99**

- Uses a 64mm<sup>2</sup> version of exactly the same fuel cell sensor used in several Police breathalysers
- Over twice as accurate as the award-winning AlcoSense Elite
- Adjustable don't drive alert to any limit world-wide
- Full colour screen and easy to use interface
- German Design Award Winner



Next day delivery available online, or buy in-store

**halfords**



**amazon**

**alcoSense**<sup>®</sup>  
PERSONAL BREATHALYSERS

Order securely at **alcosense.co.uk** or call **0800 195 0088**



# Turning petrol heads.



Turbocharged driving fun.  
Nth degree performance from the new i30 N.  
[hyundai.co.uk](http://hyundai.co.uk)



Fuel consumption in MPG (l/100km) for i30 N: Combined 34.0 (8.3) - 34.9 (8.1), CO<sub>2</sub> Emissions 178 - 176 g/km\*. Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including accessories fitted (post-registration), variations in weather, driving styles and vehicle load. \*There is a new test used for fuel consumption and CO<sub>2</sub> figures. The CO<sub>2</sub> figures shown however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.